



Top Fun Flyers NEWS

163rd Edition ~ A Newsletter for members of USUA Club #45 ~ June 2003

Wood River '03

by Steven D. Clements

The excitement was preceded in the week by emails from Gordon, making sure everything was in order. The weather was being watched, and it was predicted to be cool and partly cloudy Friday. Winds were supposed to be like 8-14 mph. Saturday and Sunday were supposed to be sunny and cool, winds about the same.

Don Ryals brought his trailer to our house the night before and got the wiring straight with the motorhome. Janis came home that night from Virginia, and we started right in prepping the motorhome, washing clothes, etc.

Next morning we got to the Nampa Airport (Richey Field) about 7:50am, and Don and Gordon were there. I pulled my Challenger out and after several counts, I still came up with only 3. Where was everybody? Working I guess.

The sock was straight out, winds from the west. During the trip there, which took 2 1/2 hours of Hobbs time, we saw a 24 mph tailwind usually. About halfway to the Stage Stop, we overtook the clouds and stayed just beneath them. Despite the wind, it was fairly calm flying.

Our first stop was Oasis airstrip, at Dan Hennis' place. It was in about the same shape as it was last year, with Dan scraping off the weeds just as we were landing. Jan met us there with gas for Don's thirsty Spitfire.

From there we headed into the foothills of the Camas Prairie, and still the air was alright. As we turned east and flew by Little Camas Reservoir, the air started getting bumpy. The ground cover was so green from all the moisture we've had. I did a low pass over the Park and Ride oval, where we used to land and dump in gas.

On to Fairfield, where the sock was straight out. I had to back taxi, but Gordon made the first turnout. We tied down and walked over to the Country Kitchen and got a table and waited for Janis. There didn't used to be tie-downs at Fairfield, 10 years ago. Actually there might have been, but in the past we just parked near the hangars and hoped for the best. We've used real tie-downs for the past 4 years I think.

Gordon had burned 6 gallons to that point, I burned 4 1/2, and Don - I can't count that high.

After lunch at 11:30am, we flew

toward Sluder's and the air was windy and somewhat bumpy. I handled it alright. It also began raining halfway there. At the field I landed from the south, and fought a stiff crosswind with a quartering tailwind. At 5000', that all added up to a landing at Mach 3 with no flare. Oh well. There were cement-filled buckets for tie-downs, and they always work great.

Jerry Jones was there with his Sky Raider. He trailered it there and had it assembled and tied down. Already there were Keith McClure's 2 seat Quicksilver, and Dave's Rans 12. Landing shortly after us was Jeff Winters in his beautiful Cessna 140.

Over at the hangars we recognized familiar faces and shook hands around. The same kids were there, only bigger. Janis arrived after a short time, and parked behind the flight line. The trailer she towed was full of fuel and camping supplies, so Don and Gordon dived right in and got set up.

Around 4:00pm Gordon began work on Jerry's motorhome generator. We brought out the club's new grill and set it up. Sandwiches shortly after that.

If the wind were ever to die down, Keith was going to fly his

electric R/C plane. We drove to his new place in the foothills NE of Fairfield, away from civilization, and got his charger. We never did get to fly it, since the winds howled for 3 days straight.

It got cold that night, and while Dave had a tower propane heater, we sat by the traditional campfire for hours. Just going through the motions of traditional activities gives me great pleasure and comfort.

Next morning broke cold and calm. Throughout the morning we received lots more people: Bill and Peg Schluenegger, Kirk, Ron, John and Pat Larsen in their Pursang, Bob and Bo, Richard Boole and Sherry, Bob Ross, and Chuck. Later that day Rick Dressel visited too.

Keith took advantage of the calm air and ran the contest events by himself. This allowed him to be the contest director later. Just as he finished at 9:00am, the crosswind picked up to over 20 mph and stayed there most of the day.

About 10:30am the Drifter II came over, circled and landed from the north. I got out of my chair when Dave reported it went off the strip and nosed over. I walked out and a team of 7 guys or so were walking down to look and help. It turned out to be Jean flying, and the crosswind weather-vaned her taildragger into the fence. The "bobbed war" scraped over the nose fairing and pinned her into her seat, so she had to be extricated. The wire had cut her finger and mashed a gold ring into a bent oval. Her snowmobile suit and her seat

were cut up too.

The small windscreen was broken up, and the instrument panel was bent around. After a couple of hours the panel was bent straight, and the windscreen was replaced with new acrylic. The altimeter knob was broken off. Everything was fixable or would heal, so it had a good ending.

The windsock was straight out, everytime I looked at it. And it was cold.

Peg, Janis, Bo and Pat piled into a car and went to town to hit Saturday garage sales. Yearly tradition.

I talked to John about his powerplant. As you know he writes the Engine Beat article in Kitplanes each month. He flies behind a Stratus Subaru 100 hp, and likes it. Don Milbourn used it too, and it worked well for him. John's silent endorsement spoke volumes to me, so I will just keep that in mind.

Around 5:00pm Keith and Dave tied a ballistic chute behind their moving pickup, fired it. It worked okay. Half an hour later they did it with another chute, and spent 15 minutes trying to collapse it. That wind was 25 mph or so, and kept it full and high. Several guys got knocked over trying to haul it down, as it swayed first here, then there, then high, etc.

Matt Halsted got behind and grabbed it at the crown, and that gave opportunity for Bob S. and others to pile on and ball it up. Lots of excitement.

Around 7:00 or 8:00pm the wind got down to about 15 mph, so 4 of us got into the air. I set my altimeter to 5000' and took off. My torpedo run was higher and faster than I like, so I didn't know if I even hit a box. My rubber chicken drop, I was informed, was at about 50' instead of the 200' minimum. My altimeter was lying to me. I only got 1 drop that counted, since the other 2 were disqualified.

With that many people in the air I

(Continued on page 3)



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exp. Apr03

(Continued from page 2)

just couldn't get comfortable with the spot landing, so I left the area until they were done. I returned and did 3 fairly decent landings. On the ground I checked my altimeter - I could turn the knob almost one full turn before the hand moved, the same in either direction. Back to the factory.

At 9:30pm we started the award ceremony in the dark, with a couple of gas lanterns at each end of the hangar. Keith took overall 1st, then Jean, then Rob. The raffle afterward was lots of fun. I seem to always do well at this, but then there are so many great prizes that lots of people do well. They sold a zillion tickets, so I hope that defrayed the cost some.

Jeff decided to try a run for home that night, so he headed toward Friedman for fuel and that's the last we heard of him.

Gordon, Don and I decided we'd try for 6:30am next morning, to get as much calm air as we could. The rest of the night was spent at the campfire.

Next morning was crisp, windy, and rainy. Great. The western sky, our target, was cloudy and streaky. Gordon postponed for an hour, so we found campers to wait in comfort. The rain quit and the clouds dispersed some, so we took off into a 10 mph wind.

It was bumpy but not bad, and we arrived at Fairfield to get gas for Don. I made a special effort to land at the end of the runway, and with the headwind, I made the first turnout. Jan met up with us in no time. At the filling station

we got fuel for the motorhome, and Don got some too.

Gordon reminded me that I had burnt fuel off at the contest, so I checked. I put in a little, just so I wouldn't have to worry about it. We took off again into a stiff headwind, and headed to Hennis'. It was bumpy and I had to stay on the stick and rudder constantly. Ground speed was 38-39 mph the whole trip. I was dreading the foothills between us and Mt. Home, since it is usually pretty rough.

Well, it was rough, but not much more than the trip had been so far. We descended to the Treasure Valley, and found Hennis' after some time. Near the east end was a turnout where we could park near Dan's home, and where Janis could turn around with the motorhome-trailer rig. Dan came out and talked to us, and Gordon and Don fueled up. Dan's power windmill was singing. His windsock was straight out and jerking around. Great.

We launched and headed for the Iowa Beef packing plant. After an age we continued to Kuna and finally Nampa. I almost tossed about 3 times, but I held on. Yuck.

6.6 hours, 13.75 gallons, 2.1 gph.

A sub-theme at the fly-in had been the fact that, while setting up for us, Dave had lost a set of 4 keys that went to his camping trailer that he kept at Sluders. Lots of us spent time looking for them. At the raffle we presented him with a set of Toys "R" Us keys, and got a laugh. At home

on our message machine was a call that Dave had lost them at the store, and they'd been turned in and he had them again. Hurray!

R/C and Ashes

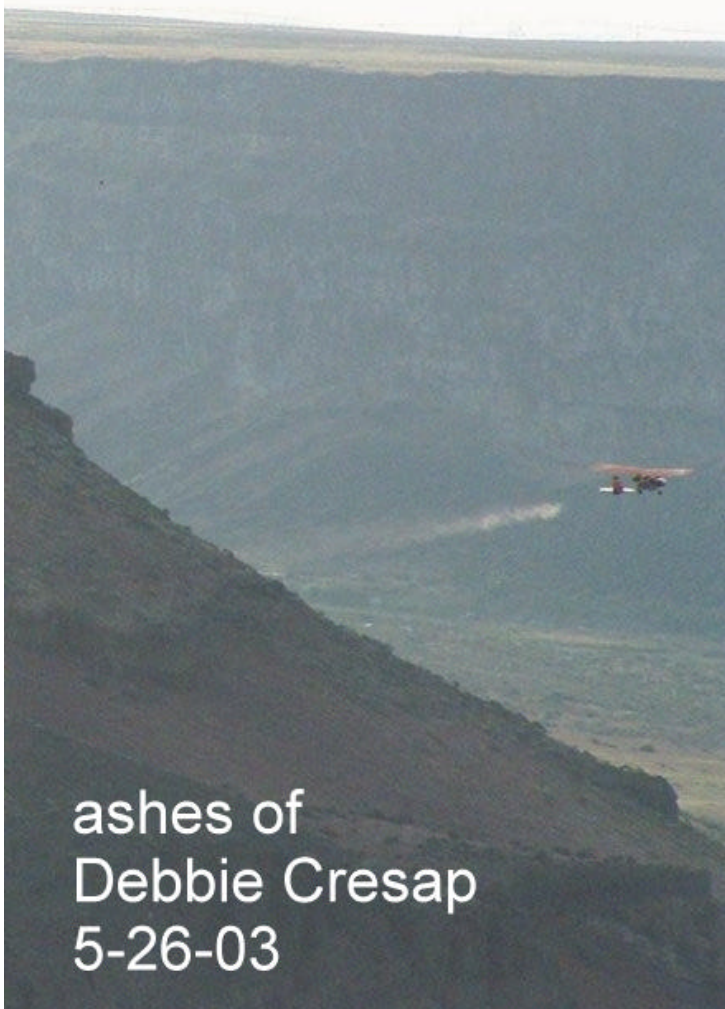
by Steven D. Clements

Today is Memorial Day, which I always enjoy. My son Scott and his wife were up from Provo, and we went to my parents' place for our traditional BBQ on the patio with our extended family.

I had my R/C Slow Stick at home, and Russ said he'd check it over. After a few hours at my parents', I called up and drove to Nampa. Russ and his son Scott were there, and they looked my plane over. They were polite enough not to laugh, and Scott took it apart and redid some important things.

Rob came over about 5:00pm, and reminded us that today we were going to spread Debbie Cresap's ashes over the Snake. We eventually made our way to the airport on time, and met Rob there. He had her ashes in a cylinder that had removable ends, mounted to the side of the Drifter II. I got my plane ready, and we departed 1-1.

With a tailwind, we got to the scenic overlook in no time. Rob said he would land on the road, but I assumed it would be the one without the powerlines. Due to wind direction, he landed on the one with powerlines; and if he can do it, so can I. I slipped in from the side of the road, and sure enough there was plenty of room.



ashes of
Debbie Cresap
5-26-03

again.

The return flight was smooth and pleasant. Rob flew off my wing, as he loves to do. He doesn't understand/care that it creeps-out the rest of us. I held as steady a course as I could and let him buzz around me for half an hour.

I flew across the upwind face of Kuna Hill and rode the wind. This was also into the sun and I couldn't see ahead so well.

Stucker was there, and Rob showed him how to use the cam corder. After Kirk and Janie Nafsinger arrived, Rob reviewed with them his intentions and flying pattern. We took off, they headed to the overlook, and I watched for my time to fly with Rob and Russ. After a trial run, I dropped into a position above and behind.

They did a "cliff dive" (whoa, too spooky for me!), then a pass in front of the observers, and the start of the spread. The ashes continued pouring out for perhaps half a mile. We came around and landed again. We reviewed the results on the cam corder. We schmoozed again, and took off

If there were powerlines, I couldn't see them. I gained altitude and started back. The air was so perfect that we went our separate ways and dallied amongst the structures below. I loved it.

My landing was good, and getting out in front of my hangar gave me a moment of satisfaction. We enjoyed the ceremony, and the flight was satisfying.

After putting away my plane, Russ and I returned to his place and checked on Scott. He had my plane all set, so Russ got his Slow Stick and I got mine, and we went to the road. There is an open field across the street, so ... Scott took it for a few minutes, and

then let me take it. While I was unsure today, I have had about 10-15 minutes on other people's buddy boxes. I did okay for about 10 minutes, and asked Scott to take it.

He seemed to have a great time, doing what R/C'ers do. I grinned hard the whole time until my face hurt. He brought it in for about 8 perfect landings in front of us. I was impressed.

So I've got my plane home, and I can't wait until I have another evening free so I can go to the closest schoolyard and do this on my own. Yeeha!

Top Fun Flyers Summer Party

Saturday June 28, 2003

This years party will be at Bob Ross' house. It will begin at 3:00PM (1500) and go until whenever. Bring your spouses and kids. There is a pool for swimming, a hot tub for soaking and lots of grass for volleyball, tetherball, football, Frisbee, etc. We will eat dinner at 5:00PM. The club will supply the meat. The rest will be pot-luck. Please bring a salad or a casserole, or a dessert or chips, etc. If you don't have something to bring, please come anyway. There will be plenty of food. Don't forget your swim suits and towels! We will have a great time.

Directions: From the intersection of Chinden and Meridian (two miles West of Eagle and Chinden), go North 1/2 mile. For the pilots, pretend you are taking run-



way 36. Turn right (East) on the first street, Sugarberry Dr. (Runway 9). Follow the road East 1/2 mile, it curves around slightly. Right before it makes a 90° turn South, turn left (North) into the driveway. (Runway 36) Follow the driveway North, then around to the right and all the way to the end where it circles around. It is the second house that you come to. You are there. Tie down and come around to the back. The address is both 2552 W. Sugarberry Dr. and 688 E. Sugarberry Dr., Eagle, ID (there is a bizarre story behind that one). If you need help, call us at 846-7858.

ULTRALIGHT TRAINER CRASH CLAIMS MIKE JACOBER

June 6, 2003 - EAA, along with the entire sport aviation world, lost a good friend and staunch supporter of ultralights and recreational aviation on Thursday, June 5, when Mike Jacober was killed. His two-seat ultralight

trike trainer went down during a training flight about two miles from the Birchwood, Alaska airport (Z15). Jacober, owner of Arctic Sparrow Aircraft Inc. based at Birchwood, was one of the country's top ultralight aircraft pilots and promoters, and he was also an EAA Technical Counselor and Flight Advisor.

Jacober became involved in aviation in the early 1970s, flying hang gliders near Bakersfield, California. He moved to Alaska in 1975 and flew his first powered Easy Riser there. In 1977 he developed a landing gear system for the Easy Riser, making a significant contribution to the hang glider-to-ultralight evolution. He flew and promoted ultralight aircraft in Alaska since that time. One of Mike's most exciting expeditions occurred in 1993 when he flew into the base camp on Mount McKinley and spent the next seven days soaring thermals around North America's tallest mountain. During one flight, he overflew the 20,320-foot summit.

Experimenter editor Mary Jones, who has known Jacober for 17 years, said "This is an extremely sad day for ultralighters. No one

preached safety more intensely than Mike, and he practiced what he preached. I spoke with Mike just last week, and he was eagerly anticipating returning to EAA AirVenture this summer to reconnect with his friends in the lower 48. His leadership in this community and his infectious laugh will be greatly missed by all who knew him."

From Behind the Stick

by Dan Cripe

It's been a busy May and June. Our weather has improved somewhat and as a club we have enjoyed many an activity. Back in May we had our migration to Pelican Point combined with the open house at Sky Park (talk about your gracious hosts). Well our rag-tag group lifted off from the Nampa Airport, with our first stop at Homedale so Bob Ross, a first time migrator (I'm sure that word will come up when I hit spell check), could top off his tank. Bob, doing what we all should do, had calculated the distance and fuel burn and saw he would be just too close on fuel. Well we even had a slight tail wind going over. We climbed up to 6000' so as to have a safety margin as we cross the Red Cliffs on this side of Owyhee Reservoir.

Thereafter gaining all that altitude we now needed to descend to the valley floor. Here is where a small problem occurred. A GA called his landing on 18 so the rest of us followed. Problem was that 18 was downwind under the current wind conditions. Oops. Most of us did a somewhat average, ok poor landing; I had to slip



like mad so as to not overshoot and land long. Unfortunately Alan wasn't so lucky as he bounced, nosed up, and had a prop strike. Then his luck changed. Bob R. and Bob B. from Vale (our host for the Car and Aircraft Fly-in/ drive-in) took off in Bob's Cessna, flew back to Nampa, picked up John C.'s spare prop (already pitched for a 447), and flew back to Pelican Point. Alan was back in the air.

The rest of the flock headed on to Sky Park while Alan flew back to Nampa. This leg, somewhat delayed by the prop adventure, allowed the nice gentle tailwind that we had on the way over to become a nice strong headwind. It also allowed Ermil to build up his strength so to give us just a few teeth-rattling bumps.

Well into Sky Park we came. There in front of all it was time to land. Wind gusting now, although for the most part right down the runway, one by one the

Top Fun Flyers arrived with fierce determination clearly seen on our faces as we touched down; some touched down more than once actually.

Now then several of our comrades, having come by car, greeted us along with our gracious hosts from Sky Park. Good food and good conversation followed. As the winds built I thought it was time for me to head back and bid a fond farewell to those at Sky Park; thank you for a wonderful time.

Vale Fly-in or Aircraft and Classic Car get together take III. Well the end of May saw the third annual Aircraft and Classic Car Rally going to Vale. Sponsored by the Top Fun Flyers and the Treasure Valley Studebaker Club, this year saw us leaving Nampa taking the back roads to Homedale, the highway to Parma and the back way into Vale. At 9:00 the Studebakers followed by the T-Bird club followed by the Eng-

lish Sport Car club drove into the Airport. There we had about eight ultralight and classic aircraft waiting.

We met, we talked, we handed over \$5.00 for the poker run, we took off, we drove out, we set the radio to the wrong frequency, we couldn't communicate with the lead car to tell him the route, we talked to Ron who was in the second car who had the correct frequency, we made it to Homedale, we set in the correct frequency, we headed to Parma. Just an average car and aircraft get together.

Now back to Parma. The cards were handed out and so we prepared to head out. The planes took to the air, half the cars took to the road but what about the second half of cars? Well it seems one of the T-Birds had a fuel pump go out and was stuck. I was in the air so I sent the flight onto Vale as, unlike cars, we can't just pull off to the side of the road and wait. I too had to head over due to fuel concerns so the cars this year had to find their own way. Well all made it less one Bird. Bob B. was flying people for 10 cents a pound so he were unable to thank him for the hospitality afforded to us by the people of Vale.

Now it should be said that awaiting us at Vale were several of the classic aircraft out of Nampa: Stinsons, Fairchild's and Cessnas. It was a nice turn out that raised several thousand dollars for the senior citizens of Vale.

SOAP BOX: we all, well not all of us, like to use GPS. No doubt this is a fine navigation aid. Note



I used the term aid. If you don't use GPS with the other tools available it just might kill you. Example: you want to fly from Nampa to Sluder Field. All you have are the final coordinates. You enter them and take off. Have you looked at a chart to see just what geography that you are going to fly over? Will you be flying through any class C airspace, how about the country below you, any place to land in an emergency, just how high will I need to fly to clear the mountains, what happens if the batteries fail? Look at a chart, draw a line from Nampa to Sluder's and see the direct route is NOT the safe route. Besides electronic aids you must also use pilotage and dead reckoning. Don't rely on those fickle electrons.

Personal notes: I just did my 1000th solo hour, I soloed in a sailplane, and I bought a Duster sailplane. This week I'm off to fly the Duster down at Morgan UT, and should have my private

pilot glider ticket by August.

See you all From Behind the Stick

Ross Ruminations

by Bob Ross

This summer is shaping up to be a wonderful flying summer. Pelican Point and the Sky Park open house was great. A little windy in my slow Quicksilver Sport but it just gave me all the more flying time. It was really great to fly with a bunch of people. I even got a ride in a Cessna 180. The Antique Car and aircraft fly-in to Vale was also great. Lots of cool cars (I drooled a lot). Good food, good friends, good flying. The airport appreciation day at Nampa airport was a fantastic experience! It was so fun the day just flew past (no pun intended). I am ready to do it all again. Flying at the start of the air show was a great experience. I had several

people later tell me that the ultralights were one of the best parts of the show. They seemed to feel that they could relate to the ultralights. They could see themselves affording and flying an ultralight where most of the other planes were out of their price range. Everyone was just blown away by the number of impressive planes and the size of the crowd. Lots of interesting and interested people to talk to. It just doesn't get much better than that. It makes me want all the more to display at the Mountain Home airshow in September. Seeing the Thunderbirds will be a great bonus. What a great year.

June 20 – 22 was the Chicken Drop at Wood River. July 4-6 is the annual trip to Council. We should be flying as part of the parade and we want to do some contests so the local people can see how fun it is to fly ultralights. We have a trip planned to Reynolds Creek. The Blue Angels are coming to Arco on July 26-27. Don't miss these great events.

I was watching a show the other day and they were describing a British plane. They said the plane "was a superb way to turn money into a lot of noise without going very fast." Reminds me of my ultralight!

Saturday June 28 we will be having a big party at my house (the Saturday after you receive this newsletter). Be sure to come and bring your spouse and kids. There will be fun for all. More information is elsewhere in this newsletter. Don't make me have to drive over and drag you to the party!

Don't forget the meeting Thursday June 26 at the EAA/CAP hanger at the Nampa airport. Kyle Wilson will be speaking to us. As a B1 bomber pilot in the Air Force, he has a great bunch of stories. This should be another super meeting, so don't miss it.

Last time I shared some of the information I have been running into over the last while. Let me know if this is interesting and you want more. You all probably know all of this but if not, here it goes:

1. Signal Mirror

Chuck Strough shared a great idea with me. He said we could use a computer CD-ROM as a signal mirror. It is light and fairly durable. Use one of the silver ones. An AOL CD would work great for this. Store it on your plane and then you will have it in case of an emergency.

2. GATS Jar

Alan Messick shared an article with me about the GATS jar. GATS stands for Gasoline Analysis Test Separator. I have installed a line and a fuel drain on my Quicksilver Sport. I drain a little fuel each time before I fly to check for water. This is normal procedure for a pilot. It has been estimated that 3 million gallons of fuel is dumped out each year onto airport property. It turns out that Florida and Arizona went after Embry-Riddle Aeronautical University for dumping this fuel on the ground. In Florida they were

fined \$50,000 per day but the fine was later reduced. It turns out that the GATS jar is the answer. You drain the fuel into the GATS jar and view it for contamination. Then you can pour it out of the GATS jar back into the tank and the GATS jar will capture any water and stop it from going into your tank. Sporty's Pilot Shop has them for \$16.50.

3. Bing 54 Carburetor Fix-It Kit

It turns out that in a Bing 54 carburetor, vibration can cause the jet needle to rotate in the needle clip. This can eventually cause the needle clip to cut through the jet needle causing it to fall down into the main jet. This can stop almost all fuel flow to the engine. Not a good thing. There is a fix available. You place a small o-ring in the groove in the jet needle just above where the needle clip is attached. Then you use a new spring cup that has a small groove cut out for the o-ring. This way the o-ring is squeezed between the needle clip and the spring cup and stops the jet needle from turning. Aircraft Spruce sells a Bing type 54 Fix-It Kit that contains a new spring cup, jet needle o-ring and new needle clip for \$7.50. It is part number 07-00305; page 224 in the 2002-2003 catalog.

4. Kitplanes Magazine

If you are a member of the USUA you can get an annual subscription for \$19.95 instead of the normal \$29.95. When you call to subscribe,

just tell them you are a USUA member and want the \$19.95 price. Saved myself enough to pay for about 2 hours of flying time. Funny how everything can be related to flying.

5. Points

I have been experiencing a slow reduction in the maximum RPM in my Rotax 447. I tried everything. Plugs, tune the carburetor, etc. I was convinced that the only thing left were the points. I know many of you have pointless ignitions (pun intended). But mine still has good old points. I was concerned because I had never replace the points or set the timing on a Rotax. One day I met Ken Wenman and he agreed to help me. We replaced the points and condensers and set the timing using the club tools. During the test, my engine roared to life and it had gained over 1000 RPM at the maximum. The plane now climbs like it is hooked to an invisible crane. Starting is much easier and no more flooding problems. Thanks Ken! Just another example of what a wonderful bunch of people are in the club. Always ready to help with tools, ideas and advice. Thank you all.

Well that is it for this month. Hope to see you at the party, fly-ins, and meeting soon.

~ Top Fun Flyers ~
A club for ultralight and sport aviation enthusiasts.

President: Gordon Halsted 323-9505
Vice-President: Bob Ross 846-7858
Treasurer: Chuck Strough 342-5254
Safety Officer: Don Dennis 793-3417
Competition Director: Dan Cripe 922-4241
Region 12 Representative: Ralph Trefney 360-681-3222
Newsletter Editor: Steve Clements 323-1585

MONTHLY MEETING:
 The last Thursday of each month except December.
 Idaho Pizza, Meridian Idaho
 Plan to arrive early, the meeting will
 start around 7:30 PM

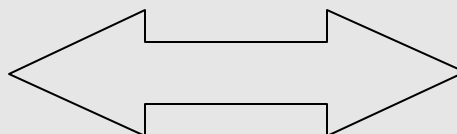
Website: www.topfunflyers.com

2003 Event Calendar (F = food, O = overnight)

| | | |
|--|----|--|
| 3rd Annual Antique Car and Aircraft Rallye | F | 31 May, 9:00am meet, 10:00am take-off to Vale, poker run |
| Garden Valley | | 7 June - overnight or day flight? |
| Nampa Airport Appreciation Day | | 14 June, airshow |
| Wood River Chicken Drop | FO | 20-22 June, Sluder Field |
| Summer Party | F | 28 June, Bob Ross home |
| Council 4th of July Celebration | O | 4-6 July, 8:00am |
| Arlington EAA NW Fly-In | O | 9-13 July, Arlington WA |
| Reynolds Creek | | 19 July, 8:00am, new runway |
| Donnelly Fly In | O | 2-3 August, 8:00am |
| Weiser Day Flight | | 9 August, 8:00am |
| Evergreen | | 15-17 August, McMinnville, OR, drive-to/fly-in |
| Glenns Ferry | FO | 30 Aug - 1 Sep |
| Reno Airshow | | 11-14 September |
| Alvord | FO | 19-21 September |
| Fall Equinox Flight | | 23 September, 7:00pm |
| Chriss Monk Memorial Flight | O | 4-5 October, to Jackpot |
| Day Fun Fly | | 11 October |
| Day Fun Fly | | 25 October |
| Warhawk Vet Breakfast? | | November |
| Wright Brothers Flight | | 17 December, 8:00am |
| Winter Solstice Flight | | 22 December, 4:00pm |
| | | |



To submit an article, place or cancel ads, ask a question, or whine about the newsletter, contact the Newsletter Editor. ...Why, that would be me!



Steven D. Clements
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 Boise, ID 83704
 1-208-323-1585
sdcod@cableone.net

PARTS/MISC.

MIKUNI dual fuel pump, \$20; EAA manuals: aircraft maint., Acro Sport construction, aircraft powerplant, building custom aircraft in metal and wood (5 manuals), \$30 or make offer. Bob Dixon, 1-208-263-4910.

ANTENNA ROTATOR - Sale donated to Salvation Army. \$62.50. Walt Young, 208-345-2423.

FLOATS - \$300. Doug Norman, 208-495-2043, midauto@earthlink.net.

AIRSTRIP GRADER - 1942 AC, 9' blade, 19.5' overall, runs very well, works well. \$6,500 obo, Johnny Tipton, 208-585-3593, jfranch1@juno.com.

MILITARY GENERATOR - aircraft engine, like Bob Schaefer's, \$225. Don, 208-859-5043/322-8179.

NEEDED - 58x22 or 58x26 prop; also tach. George Simons, healthyvibz@aol.com, 208-934-8161.

ROTAX 277 - belt drive, would take gearbox, \$400.

ROTAX 277 - gear drive, \$500.

ROTAX TYPE 494 - water cooled, oil injection, dual carb, no drive, low hours (?), \$1500.

KAWASAKI 440 - 20 hours, electric start, \$100. Dave Scott, 541-968-1174 or 541-998-6278 mess. Can be seen near Sunrise Sky Park, Idaho.

KOLB FIRESTAR - tail section. Ed Jackson, 406-677-7211.

FOR SALE

AIRCRAFT

CHANDELLE - 3 axis, Rotax 503 SCSI, ASI, ALT, tach, dual EGT, dual CHT. New sails in '98, always hangared, \$3500. Stan Fenn, 1-208-528-6433.

MAXAIR (red rocket) DRIFTER - Rotax 582 DCDCI, new Warp Drive 3 blade, on Full Lotus mono-float. Tach, ASI, ALT, VSI, EGT, water temp, Hobbs. 48 actual hours A@E [?]. New seat, fairing, extra 5 gallon teardrop tank, \$7,500 firm. Bob Dixon, 1-208-263-4910.

ROTEC RALLYE 2B - Rotax 377, needs new sails, \$1,500. Doug Norman, 208-495-2043, midauto@earthlink.net.

TOP DOG - 2 seater trike, 35 hrs, 582 Rotax, alt, ASI, tach, temp, hi-lift wing, all built in USA, includes 10 hours of instruction with a BFI, was \$15,750, now \$13,500. David Lee and Gayle Allen, 208-331-4500 or 208-867-9214, expectations43@hotmail.com

AQUILLA - trike 2-seater, 582 Rotax, 77 hrs, loaded w/gauges, electric start, was \$17,500, now \$14,500. David Lee and Gayle Allen, 208-331-4500 or 208-867-9214, expectations43@hotmail.com

INTRODUCTORY FLIGHTS - at Caldwell Airport by 2 BFI's, power weight shift trikes, \$40.00, 50% of charge will be donated to TFF (offer applies to members only). David Lee and Gayle Allen, 208-331-4500 or 208-867-9214, expectations43@hotmail.com

com

SKY RAIDER - hangared at Ontario, zero hours, 503 DCDI F/A, Power Fin prop, dual EGT, dual CHT, ASI, tach, Hobbs, brakes, droop tips. \$15,000. Steve Ward, 208-642-2148.

AVID CHAMPION - ultralight frame kit and quick build wings. Half price value! \$3150. Call 208-459-6254.

FLIGHTSTAR II - 1996, 300 hours TT, 582 Rotax with oil injection, radio, ASI, ALT, headsets, and various other instruments, BRS chute, never fired, never checked, always hangared, red/yellow sails, totally enclosed pod, asking \$15000. Don Farnes, 208-487-3636.

MINI-MAX - 277 Rotax, nice paint, all metal enclosed trailer, \$4,000 obo. Call Rocke in Riggins at 208-628-3957.

FISHER SUPER KOALA KIT - fuselage on landing gear, spars built, lots of ribs completed, all work meticulously done, any reasonable offer.

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MINI-MAX - looks hot, flies hot, lots of options, in great shape, flies like a dream, any reasonable offer.

ALSO

99 QUANTUM PARAGLIDER - in great shape, any reasonable offer. Medical bills force sale of my toys. Will accept a plane of lesser value as partial trade to keep me flying! Bob Jackman cell 861-6841, or 208-793-3248.

CHALLENGER I - 503 DC,

Ivoprop, wings off, motor mount needs work, \$4500. Dave Scott, 541-968-1174 or 541-998-6278 mess. Can be seen near Sunrise Sky Park, Idaho.

SONARI IIL - VW 1834cc HAPI, needs cover and canopy and prop and ???, \$3000. Dave Scott, 541-968-1174 or 541-998-6278 mess. Can be seen near Sunrise Sky Park, Idaho.

FLIGHTSTAR - Hirth 2704, 50hp w/65 hrs., BRS, brakes, electric and pull start, instruments, strobe, radio, \$6000.

AND

SABER TRIKE - 340 Kawasaki, like new, BRS, instrument pod, \$5000. Ed Jackson, 406-677-7211.

CHALLENGER I - red and white, mylar sails, 503 DCDI, 60" high pitch IvoProp, 4 years old, \$11,000. Steve, 208-323-1585.

HURRICANE - 1995, 250 hours TT, 447 CDI, free air, Precision prop, chute. Spare parts: 447

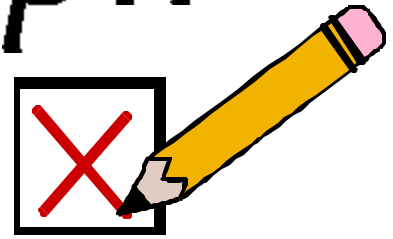
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needs rebuild, carb w/mixture adjust, more, \$8400. Richard, shirt-maker@cableone.net.

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