



Top Fun Flyers NEWS

168th Edition ~ A Newsletter for members of USUA Club #45 ~ November 2003



Steve & Cathy's Kolb

by Steven D. Clements

Last issue I told you about the Kolb Firestar that Steve and Cathy Henry bought WITH AN ENCLOSED TRAILER. 447, points, B-box, 3-blade Ivo. Rob had flown it and said it needed some work.

Of course they all need work, even new ones. You work on 'em a little and you fly 'em a little. I had today off and Steve said I could come help him work on it. I brought my continuity tester, then stopped by the hangar and

got my dial gauge and compression tester. They live on Southside in Nampa, which is continuous with King Hill Rd. At the tracks I got turned around and went down Amity. I turned around and found myself heading toward Nampa on 2nd street. The only option left was what I finally took, which turned out to be Southside.

I was expecting a home in a neighborhood, with the folded plane cramped in a 2-car garage. Whoa. Property; spacious shop the size of 3 hangars; plenty of room to walk around and move ladders and footstools around; tools; bright lights and no shadows. My kind of shop.

Rob and Chuck were just leaving. Rob was going to give a lesson to Steve that morning, but it was cold, drizzly and dreary. They'd all come over to see the new plane in the club.

Cathy was kind to offer food and drink right away. Steve was welding a small hole in the exhaust, then installing a new probe for the EGT. Rob had brought over an instrument that was a tach/EGT combo which he installed, but wasn't working. After starting the engine and switching the leads it worked fine. As I adjusted the throttle from idle to 1/8, it wouldn't break out of 4-stroking. Maybe it just needed to warm up.

We decided to check compression first. My gauge indicated 100/92 psi; his indicated 125/115 psi. We took his for truth.

Next came timing (I strongly recommended it, and Steve has not had an ultralight before). The first test was to open the CPS catalog and follow the instructions. It said to disconnect the kill wire near the engine, and insert a continuity tester between it and ground. We did, to both kill wires, and they were grounded at all times. I called Ken Wenman for advice, and it stumped him also. He was thinking that maybe the points were nearly closed.



I didn't know what else to do but view the points and make sure they were opening enough. It had a battery for the starter, whose mechanism bolted over the magneto end of the engine. With some difficulty this came off. The points were shiny and opening about .015" each. I spotted a hole in the side housing of the magneto, and as we pulled the engine through I could see a white paint dot on the flywheel pass by the hole. I wondered if that were for timing.

Steve hit upon the idea of setting the piston to .086" BTDC like the book said, and seeing if the white paint came into view. Sure enough. We repeated for the second cylinder and another white paint dot filled the hole view. That meant we could put an induction timing light on the ignition wire, just like on a car. We could have done this without opening the mag end, but we needed to inspect the points.

We disconnected the positive

wire from the battery terminal and hooked the timing light to that post. Propped the engine, no light. Closer inspection revealed that the battery had been hooked to the plane's system backward. A couple more false starts and we finally had a gun that worked. Timing was right on for both cylinders.

We checked the B-box for gear oil, and there was just enough of apparently fresh fluid.

Carb check! Popped the top and the first thing I noticed was that the needle was on top of the plastic insert, not below it. That makes for a needle about 2 or 3 clip positions rich. Removed the carb and took it to the bench. Since Steve has raced bikes for years he was familiar with carbs and opened it right up. Main jet was 165 like the book indicated, but the book also had a table for altitude adjustments and it indicated 162 for 3000'. The needle jet was 270, per book. The idle air screw was supposed to be 1/2 turn out, but his was about 2 1/2

turns, so we set that.

The jet needle had another woops - 802 rather than the 15K2 I expected. The table indicated that the 277 and 377 engines took that needle. Some dolt had slapped this in without paying attention. Just to make sure, I stood on the ladder and read the engine placard: 377. Although mild mannered, Steve was upset. I would be too. He was told it was a 447, and maybe the seller thought it was. He paid for a 447 in the package deal.

Oh well; onward. We replaced the needle and jets and reinstalled the carb. The engine started easily and idled more smoothly than at first. As it warmed up it moved through the rpms smoothly too. At full throttle the tach indicated 5800, so we shut down and prepared to change the prop pitch.

With the prop on the floor we took it apart and noticed that 3 critical parts were missing: the cams. On an Ivo, the internal torsional rods are twisted by cams attached to them. The squash plates turn the cams as the bolts are tightened, which twist the rods and in turn change the pitch of the blades. Not there. The blades were at neutral pitch and will stay there until new cams are ordered. Another irritation.

Irritations are part of the game, as we all know. His are fixable: the main jet is coming, as are the prop lever arms. The engine is another matter. Steve and Cathy are lighter than most of us, so this may not make much difference.

(Continued on page 3)



long. The rod slides into a pocket until the tip stops near the front spar; then you force the heel of the rod inside the wing in front of the rear spar. When rods are too long, you just can't jam that heel inside. They'll figure it out.

After awhile Barry had to leave, and I had to go to the Henry's. Gordon stayed behind. Last week I had left my camera at their place so they had it for me. Steve also had been steadily working on his Kolb creating an enclosure from aluminum tubes and rivets and screws and Lexan. The tubes were welded at most joints. The door is hinged and when it opens it just clears the leading edge. He tightened a couple of cables. He installed the Ivoprop cams. He had new axles and balloon tires.

The cams are used to torque the blade rods and change the pitch. That brought his rpms up from 5800 to 6500. He later made an adjustment which brought it down to 6250. It turns out that the missing cams were in a bag in a dark recess of his trailer.

The new axles will be welded this week and the tires and wheels mounted soon thereafter. Since there's no suspension, these will help in any off-field landing.

Cathy and Steve are a couple of lessons away from soloing, and they both stood there with earnest faces saying "I can't wait to solo." That's the way it ought to be. They join us in wondering why this secret has been so well kept, and why everyone doesn't want to take up this sport.

After photos and an engine run-

(Continued from page 2)

In a year or two he may drop a 503 into it - we'll see. The windshield may be replaced with another that provides more protection from the wind. The left horizontal stabilizer lower cable will be replaced too.

It was a satisfying day for me, and lots of good came from our efforts. I can't wait to see them in the air.

Rainy Day

by Steven D. Clements

My big 3-day weekend (Sat-Sun-Mon) and it's the rainiest days of the year. Natch.

Oh well, I thought I'd head to the airport and (1) hope to hang around someone else's hangar and pester them, or (2) look for a break in the weather during the day and jump into the air.

I drove around and the place was

deserted except for a Cessna 152 doing a run-up. The windsock was almost straight out and the sky was dark and sprinkling. I remembered that Barry Wester was working on his sails in the Shep-Rock hangar, so I headed over there and tried to open some doors.

About that time he drove up, but he didn't have a key. Gordon was supposed to be there but ... We drove down to Barry's hangar and looked at his denuded Flightstar frame. He had cut out a new windshield made of polycarbonate (Lexan) and we were holding it in place and analyzing things.

Gordon drove up so we adjourned to the Shep-Rock hangar upstairs. There were the wings and empennage with new sails. On Flightstar empennage you have to take the new sock, insert the framework and assemble it internally. It gets difficult.

The wings were assembled, but the rib rods seemed to be too

up, I returned to help Gordon. Still struggling with a stabilizer assembly. I helped a little and finished that sub-project. I also got to meet Dale Alexander who joined us upstairs, president-elect of the EAA Chapter 103. We talked a little; nice guy.

Had to go - BSU was playing UTEP at 1:15pm and I had family and friends to take. It turned out to be lots of fun too (51-21); it didn't rain on us, and it wasn't too cold.

I have tomorrow off too, but the weather report says I better bring a rubber boat. Rats!

Club Meeting

by Steven D. Clements

Thought I'd report on the last meeting of the year. It was a potluck at the Shep-Rock hangar and about 25 people attended. We got to meet Mrs. Jorgenson and Mrs. Smith; other gentle-genders were Janis, Cathy Henry, Jean (briefly), and Jarice.

Dale and Melissa Smith and their son were visitors tonight. Dale just purchased a T-Bird with a 447 and B-box. He's unsure of the fabric and may need to recover it before he feels comfortable flying it. He's a GA pilot so this isn't entirely new.

Cathy Henry soloed this morning at Nampa in her Quicksilver. It is the blue one that was once owned by Jean and then Bob. It has always been a good flier. She wisely stayed in the pattern and did 4 or 5 touch-and-goes. She

noticed the plane floated more than the Drifter II trainer, and that's normal. By the time Steve Henry finished a lesson, the wind had come up and several planes were in the pattern. Solo will have to be another day for him.

Barry brought a turkey, and as soon as he carved it up we started the food line. Everything was delicious; easy for me to say since I hadn't eaten since yesterday evening. An angel brought a chocolate cream pie.

The business began after dining. The cafe/restaurant in the FBO tower will be open around the first of December. Chris and Helen Goff, who used to run the grill at Emmett airport, are running this one now.

The annual EAA/TFF Christmas Dinner at the Eagle Senior Citizens Center will be held again on 05Dec at 6:00pm - we "grit down" at 6:30pm. Pendergast, a VP of USUA, was killed recently. Sport Pilot is still hung up in DOT; a new target date for release is Sun-n-Fun in April. If we make the transition into Sport Pilot without first becoming registered UL pilots with the USUA, we will lose our hours that we have recorded.

Bob has half ownership in Chuck's Challenger II, and will become a BFI within a few weeks. He will establish a ground school thereafter, depending on interest.

Still no word about a new

UL pattern being proposed at Nampa.

A motion passed to keep officers and staff as presently constituted. Since Dan Dennis is in Iraq, we are missing our safety officer. Dan Cripe volunteered to be the safety officer and competition director until he leaves on sabbatical in May; thereafter Don Milbourn volunteered to be safety officer and Carl volunteered to be competition director.

Dan thinks it would be a good idea to bring back the Broken Prop Award, for the purpose of learning from others' mistakes.

After the raffle a few of us went upstairs where Barry is working on his sails. The Flightstar wings and empennage are mostly finished but the wing ribs won't go all the way in. Rob suggests cutting off a quarter inch from each, but Barry and I are wondering





I've had a couple of members ask for a montage of people, like one of those EAA newsletters has. Well, this is it. It's difficult and it's my idea of what it should look like. I'd be delighted to insert someone else's art if they want to send it to me. sdcod@cablone.net.

about some "shoe horn" device that would do the trick. This Saturday everything will be re-installed.

I enjoyed the heck out of the evening. There were good people and friends, talking about the funnest hobby I can imagine. Dale and Steve and Cathy are just getting into this, and they're fun to talk to. Everyone has something valuable or fun to say, but there's just not enough time to get to everyone.

There's no meeting or newsletter in December, so we may not see our friends again unless we meet at the Christmas Dinner, or the Wright Centennial flight, or the Winter Solstice flight (see the Event Calendar p.9).

I didn't win anything in the raffle - stupid thing anyway.

Every Kid's Dream

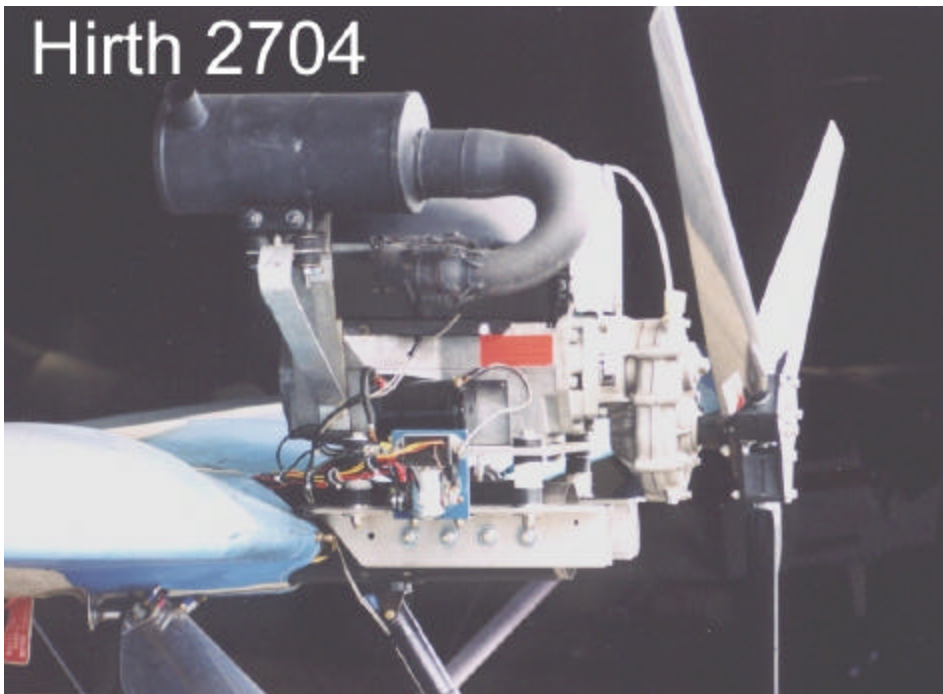
by Barry Wester

Most every kid has at some time lain down in a field of green grass, stared up at the clouds in the sky and dreamed of flying. Some kids dream of flying jet fighters, some dream of flying commercial airliners, others like me dream of flying low and slow enjoying and exploring all that nature has to offer. I began my aviation experience taking lessons in a Cessna 150. The first solo was a thrill only to be topped by my first solo in an ultralight. Over the years I continued my pursuit of flying but never completing my goal of a private pilot license due to financial considerations and family priorities. I don't regret any of my decisions over

the years to put family considerations first but I always kept looking skyward and saying to myself, "Some day."

"Some day" finally became a reality for me over the past few months. Mostly because of the support of flying fanatics like me in the Top Fun Flyers club and of course my family. After weeks of rehearsals I finally perfected the approach and all the supporting reasons why now was a good time for me to pursue buying an ultralight. I'm glad to say that my sons were behind me 100% and even my better half soon cast in her full support (providing I could find a good life insurance policy).

With the toughest part over all I had to do was find an ultralight to buy. I set my budget at around \$5,000 dollars and began the search. What would it be: a Quicksilver, a Kolb, a Challenger, a TEAM, a Phantom, a Flightstar, a Sky Raider? Decisions, decisions. Soon it became apparent that my budget was going to eliminate some choices. Finally I narrowed it down to either a Quicksilver or Flightstar. I really liked both planes but decided to turn to the experts to help me understand the differences. Bob Ross, Chuck Strough, Dan Cripe and Gordon Halsted came to the rescue. They filled me in on all the flight characteristics, the pros and the cons of each bird. I loved the climb and the low and slow characteristics of the Quicksilver but I didn't particularly like the wires and the potential to drag my butt over a stump in case of an off field landing. The Flightstar wasn't much higher off the ground but at least it had some metal



down the dirt runway. Everything looked as advertised (according to Chuck, I didn't have a clue) so we finalized the deal and began to take MY new bird apart. OK, I stood around waiting for instructions to hold this, lift this, tie this down while Ed, Vicki and Chuck looked like pros with wrenches, screwdrivers and hack saws. Yes we actually had to use a hack saw to cut one AN bolt that was a little too close to the motor mount to come out the normal way. After about two and a half hours of loading, strapping, tying and two rolls of duct tape we were on the road. WHEW!!! The worst is behind us. Now let's find a nice hotel and relax.

First stop, Missoula Montana. Motorcycle convention coming into town, no vacancies. No worries, we will go to the next town. Next town, Salmon Idaho, County Fair and Rodeo in town plus fire fighters camped everywhere. No vacancies. Next town, no vacancies. Finally at 3:00 am somewhere between Challis and Stanley I decide to pull over and sleep a couple of hours. No need to wake up Chuck, he is doing just fine getting his beauty rest. At 6:00 am we rise and shine and drive into Stanley for breakfast which gets us through the rest of the trip. I bet Chuck never volunteers to go pick up another ultralight without reservations made in advance.

Finally we arrive at home, we unload and fit my bird in a one car garage. There she sits for three weeks until I secure the use of the EAA hanger to put her back together and perform the little maintenance items before fly-

struts.

The final decider for me was the warm and fuzzy feeling that the pod gave me on the Flightstar. Nothing against a Quicksilver, they are great planes and will out-climb my Flightstar but I needed the psychological support of the wing over my head and fiberglass around my ----- feet. Now all I had to do was go to the internet, find me the perfect bird, go pick it up and fly it next week. WRONG!!! A lesson learned is: patience is your best friend when looking for a plane. I searched for two weeks on the internet and couldn't find what I was looking for in my price range. Then lo and behold I found a potential candidate in the Top Fun Flyers club newsletter. A few calls to Ed Jackson and his better half Vicki, and a deal was struck. Now all I had to do was go pick it up in Montana.

How do you disassemble a Flightstar? How do you transport it all the way back from Montana?

How do you know what you are looking at when you check it out for the first time? Never fear, "Top Fun Flyers" to the rescue. Dan Cripe let me borrow his trailer that was set up for a Flightstar and Chuck Strough volunteered to ride with me on the 8 hour plus trip.

Chuck and I headed out bright and early one morning with plans to be at Sealy Lake Montana by 3:00 - 4:00 pm that afternoon, look over the plane and possibly fly it (Chuck use to have a Flightstar), load it up in an hour, drive back part of the way and get a hotel room for the night, then finish the trip the next morning all refreshed and no worse from the travel.

WRONG AGAIN!!! It's a long ways to Sealy Lake MT, especially when the smoke is so thick you can't see a quarter to a half mile in front of you. Finally we made it, meet the nicest people in Ed and Vicki Jackson, and Chuck actually bunny hopped the plan

ing her. More help and support comes from the EAA Chapter 103 members Lloyd Thompson and Dale (not sure of Dale's last name but he is always at the airport and a big supporter of Young Eagles). Now I can see I am getting close to fulfilling a dream to break the surly bonds of earth. Well, I may break something else, so maybe a few flight lessons to brush the rust off.

More support comes from Top Fun Flyers and their basic flight instructor Rob Allen. Remember my reasons for selecting the Flightstar: psychological support of a wing over my head and a pod and struts around my butt? I reluctantly enter the realm of the "Red Demon of Demoralizing Demigods" better known as the Red Maxair Drifter, a flying 2x4. My first flight was white knuckles and wide eyes. So much for my tail dragger experience in a Citabria and Husky. This red devil will humble the best of the back country pilots. The second lesson went much better, I actually was able to fly it, land it, take-off and even look down. I even begin to enjoy hanging out in the open like a bird. Getting closer to that moment of truth. All that's left is to light the fires and kick the tires, or something like that.

My next hurdle was to determine if my bird would actually fly and more importantly was it safe to fly. Who would be dumb enough, I mean brave and competent enough to test fly my bucket of bolts. Of course ... that Tom Cruise-looking fellow in the Top Fun Flyers club (at least he dresses like Tom Cruise in his

flight suit); I bet he would fly it. I didn't even have to bribe Dan Cripe to test fly my plane. He actually volunteered to fly it.

Dan gave me a call one morning and said that it looked like it would be a good day and we agreed to meet at the Nampa airport at 5:30. I got to the airport at 4:30 in anticipation of the first flight. I gassed it up, checked all the bolts and nuts and cotter pins and gave it a fairly good inspection. Everything looked good except the weather. The winds began to blow and things were not looking good.

Dan arrived at 5:30 pm, spent about 45 minutes going over the plane and insuring everything met his approval before putting his butt in the sling. Around 6:15 the winds began to die down and Dan climbed in and took "old blue" for a ride. I was like a proud papa when he took off. After 30 minutes of wringing her out in every attitude possible (except upside down, I think) he came back and debriefed me on the flight characteristics and tendencies of the plane. Back to the hangar for my "ol' gal" to now wait for that perfect day for me to give her a whirl.

The next Friday I went out to the airport, too much wind and too much traffic; maybe tomorrow. Saturday morning I was out at the airport at 8:00 am and stayed pretty much most of the day. So did everyone else. Again, too busy. Sunday night I had a long talk with myself and decided maybe it wasn't too busy. Could it be a case of the nerves? Monday morning I worked until noon

and then took the rest of the day off. I was at the airport by 1:00 pm, but so was a breeze. Maybe it will calm down this afternoon.

This time when I went back to the airport at 5:00 pm I took my son Zack. My wife Gail didn't want to know when I was going to fly for the first time so I didn't tell her; we just moseyed off into the sunset. At 5:30 I am all strapped in, gassed up, checked and double checked. All I have to do is start it up, taxi out, add power, take off, fly for a while, come back into the pattern, land it, and let the celebration begin. Do you know how hard it is to push that starter button? Just couldn't raise that hand to the start position. Luckily Zack was there to support me. In other words, it would be a long ride home explaining why the conditions were not just right. A quick Father and Son prayer made me feel better, and really put the pressure on. I had the OK from Zack, I had the plane tested and ready, and now I had clearance from up above. Nothing else to do but go for it.

I can honestly say that I don't remember much about the takeoff. I just gave it power and my instincts took over. I climbed out, left the pattern to the north and found a place I could practice turns and landing patterns for awhile. After about 20 minutes (seemed like 2 hours) I headed back to Nampa airport. OK, this is where the rubber hits the runway so to speak. I flew the pattern just as instructed keeping my airspeed above 50 mph. I turned downwind, then base leg and finally I turned the dreaded final approach.

There staring me in the face was RUNWAY 11. No time to get an anxiety attack, keep flying the airplane, airspeed 50 +, check; altitude 3,000 ft and descending, check; quick glance at the CHT and EGT, check; just about at the numbers. Oh, I remember Gordon said everyone flairs too high their first time so be sure I'm close before flaring. Pretty close now, airspeed still around 45 mph, ease back and fly the runway looking all the way down the runway, ease back on the power, and ... I made the first turn off. Whew!!!

I know everyone who flies ultralights has had similar experiences. I just wanted to let those thinking about getting into ultralights know that you don't have to be an expert or a know-it-all to make your dreams come true. We have a great club with great members who will help you all along the way. I am grateful for all the support I have had in making my dream come true. Hopefully by writing this article others will see that they too can make their dreams come true. Happy flying and safe landings.

Ontario Air Fair

by Bob Ross

On Saturday, October 4, 2003 the club flew up to the Ontario airport. They were having an Air Fair and we went up to display the wonderful world of ultralights. A group of us arrived in formation and flew a pass over the runway before going around and landing. I was going to say a

low pass but it wasn't very low. This is because just before we arrived, an Apache AH64 helicopter arrived from the east. It kicked up lots of dust on arrival and even more as it sat and cooled down before turning off. This cloud was HUGE and extended from the airplane parking areas to across the middle of the runway. Anyway you get the picture.

So here we 5 were (Mike Peterson, Bud Jorgenson, Chuck Strough, Gordon Halsted and I) cruising over the runway making our grand and glorious entrance. We were going to really wow them. Chuck called out not to fly through the dust (although several went through the edge of it), so we didn't go very low. The dust wasn't very thick and we could see through it but I don't think anyone on the ground in the airplane parking area could see us. I remember thinking "Oh great. The crowd can't even see us." I guess it was the first stealth arrival of ultralights.

We landed and taxied to the dirt location they wanted us to park in. Turns out there were goatheads growing in this patch. Fortunately no one had a punctured tire.

We went over and stood in line for breakfast. Lots of great people to talk to in line. There were the Fairchildren (that's plural for 2 Fairchild planes), and Earl had driven over as ground crew for us. THANKS Earl!! Kirk Nafsinger came over with Don Milbourn, Alan Messick (his has to be the prettiest airplane around after it got a custom paint job!),

the P-40 from the Warhawk museum arrived, and many, many more were there. There were tons of very cool planes to look at. Best free aircraft museum around.

Alan won a \$10 gift certificate to Fiesta Guadalajara which he kindly gave to yours truly. Now I don't have any excuse not to take my wife out on a date.

When it came time to leave we all taxied down to the end of the runway and took off. As we were climbing out, off the west side of the middle of the runway was a MiG jet running the power up. Now that is not a sight you see very often.

Now the dust and the goatheads might lead you to believe that we didn't have a very good time. One the contrary, we had a wonderful time. I am convinced that any day you get to fly is a great day, no matter what else happens. It was also fun answering questions from the people that walked by. Every once in a long while I hear some comment like "I would be afraid to fly in something like THAT!", but a vast majority of the people are truly impressed and want to go up. I heard a quote the other day that reminds me of how indescribably wonderful it is to fly. Plato once said "The natural function of the wing is to soar upwards and carry that which is heavy up to the place where dwells the race of Gods." Happy Flying and hope we see each of you at the club meeting Oct. 30.

~ 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:
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, 1/2 mile east of old place, across from Jackson filling station, 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
Glenns Ferry	FO	30 Aug - 1 Sep
Reno Airshow		11-14 September
Alvord	FO	19-21 September
Fall Equinox Flight		23 September, 7:00pm
Ontario Airport Family Fun Day		4 October (take-off time?)
Chriss Monk Memorial Flight	O	4-5 October, to Jackpot
Day Fun Fly		11 October
Day Fun Fly		25 October
Warhawk Vet Breakfast?	F	9 November, 8:00am - noon, helpers needed, call Dan C. 922-4241
EAA Christmas Party	F	5 December Eagle Senior Center, Eagle, 6:30pm - 9:00pm
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
 4089 Patton
 Boise, ID 83704
 1-208-323-1585
sdcod@cableone.net

WORLD'S BEST FLYERS

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.

LANDING GEAR - Flightstar, \$35. Briggs and Stratton 2.5 HP engine, good for child's go-cart, \$25. Don, 208-859-5043/ 322-8175.

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

ROTAX 277 - belt drive, would take gear box, \$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.

HELMET - w/sun visor and dual plugs (general aviation), \$600 new, sell for \$275. Alan Messick, 1-208-467-9963.



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 DCDI, 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

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.

ALSO

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.

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

Alpha	November
Bravo	Oscar
Charlie	Papa
Delta	Quebec
Echo	Romeo
Foxtrot	Sierra
Golf	Tango
Hotel	Uniform
India	Victor
Juliet	Whiskey
Kilo	X-Ray
Lima	Yankee
Mike	Zulu

prop, chute. Spare parts: 447 needs rebuild, carb w/mixture adjust, more, \$8400. Richard, shirt-maker@cableone.net.

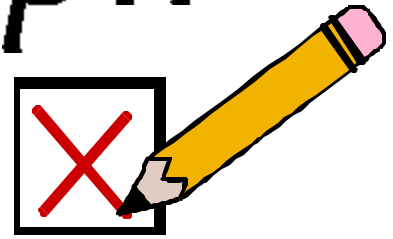
**Starting in
January '04 I'm
erasing all ads
who have not
asked me to renew.
208-323-1585 or
sdcod@cableone.
net**

**NOTICE TO
ADVERTISERS!!
Let us know
immediately if
your item sells!!
Ads are listed for 3
consecutive
months. If
additional listings
are needed, please
call.**

***Top Fun Flyers
would appreciate a
donation to the
club newsletter
fund from sales of
items listed in these
columns. Thanks***

Sign me up!!

I would like to stay updated with what's happening in the ultralight and sport aviation community in southern Idaho. Here is my club membership dues which I understand includes 11 monthly issues of the *Top Fun Flyers NEWS*.



Make checks payable to
TOP FUN FLYERS

NAME _____

STREET _____

CITY _____ STATE _____ ZIP _____

TYPE OF AIRCRAFT/PROJECT _____

PHONE #: _____ E-MAIL: _____

One Year — \$24.00 New Member Renew Membership

Mail to:

Chuck Strough
2106 N. 33rd
Boise, ID 83703

Top Fun Flyers

USUA Club #45
2106 N. 33rd.
Boise, ID 83703

Place
U.S. Postage
here
