

Light Sport / GA & Ultralights

www.illowasportflyers.com

Illowa Sport Flyers Club Newsletter

Dennis McAllister– President
Kathy Sattizahn– Vice President
Kathy McAllister – Secretary
Dennis Baber - Treasurer
Dennis Dyer – Newsletter & Web Editor
Jim Robinson - Brian DeWitte
Jim Abbott - Public Relations
Steve Bornhoeft - Sergeant At Arms

December 2010



ILLOWA SPORT FLYERS

At Erie Airpark - (www.erieairpark.com)
8701 Star Road – Erie, IL. 61250-9772

A Non Profit Flight Safety Organization.

Erie Airpark (18-36) RF 122.9 / 3H5 800' Pattern Alt.
41°41.10N 090°04.79W - GPS

Next Meeting
December. 4, 2010
9:00 A.M.

Meeting times starting February will be
back to our old time of 10:00 AM

"There are no secrets to success. It is the result of preparation, hard work, and learning from failure." **Colin Powell**

2010



Jim Robinson would like to have a Dawn Patrol on December 11th at Erie Airpark. Sunrise on that date will be at 7:04 AM so wheels up 7:04 - 7:30 but we'll keep what's left warm for the late sleepers.

First Fly 2011 January 1st at Erie Airpark Always a good time even if the weather is unruly. And yes we still have Ace pilots that will challenge the weather and win. Jim & Sue have the food and drinks prepared for a fun time.

EAA planning AirVenture 2011

Event will pay tribute to Rutan and Hoover

Updated: Saturday, 27 Nov 2010, 10:33 AM CST

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OSHKOSH (AP) - The snow may be flying in Wisconsin but organizers at an annual aircraft convention in Oshkosh are already looking to next summer.

According to the Experimental Aircraft Association, which puts on the annual AirVenture convention, they're planning to pay tribute to aviation legends Burt Rutan and Robert A. "Bob" Hoover.

Rutan is best known for designing SpaceShipOne, which won the \$10 million Ansari X Prize in 2004 by becoming the first private manned craft to reach space.

Hoover is enjoyed a legendary air show and air racing career after flying 59 missions in World War II and escaping a prisoner of war camp by commandeering a German Focke-Wulf 190.

Next summer's event will also have a Navy Day, which will feature naval aircraft from the past 100 years.

http://www.flightguide.com/flight_guide_iefb.html

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All charts are geo-referenced and can be zoomed in or out using Apple's standard "pan, pinch & drag" interface. Hyper-linked airports on any chart will bring up that airport's information including: airport diagrams (with taxiways identified), Class B, C & selected D airspace graphics, frequencies (navigation & communication), flight operational information, FBOs (services, location & contact information), current & nearby fuel prices, food, transportation, lodging and recreational information. In turn, the airport information page contains a link back to that airport on the sectional. With an internet connection, METAR & TAF data is available on the airport information page.

With Flight Guide iEFB, lugging around heavy and costly paper charts is a thing of the past. Lighten your load and enjoy the savings with Flight Guide iEFB for the Apple iPad. Flight Guide iEFB is the easiest way to stay FAA compliant, with thousands of airports and charts, in one amazing device. Flight Guide iEFB is available for FREE through the Apple App Store.



ILLOWA SPORTS FLYERS CLUB MINUTES

NOVEMBER 6, 2010



A meeting of the ILLOWA Sports Flyers Club was held November 6, 2010 at the Eric Airpark.

CALL TO ORDER

Dennis McAllister, President, who led the group of 21 present in the Pledge of Allegiance, called the meeting to order at 09:08.

Introduction of New Club Members/Visitors:

TREASURER'S REPORT – Dennis Baber submitted the Treasurer's Report which was approved by the membership.

SECRETARY'S REPORT – Kathy McAllister recapped the October 2nd meeting's minutes, which were approved.

OLD BUSINESS

A. Officers' Reports

Editor's Report

Dennis Dyer reported that he has again reduced the number of newsletters he mails to 40, which is because our membership is down.

Safety Directors' Reports

Jim Robinson discussed personal safety in the aircraft. Think ahead about what you might need in all types of emergencies.

Public Relations Report

No report.

Vice President's Report

No report.

President's Report

No report.

B. Committee Reports

After discussion and voting, it was decided to have the Annual Awards Banquet at Buzzy's in Wel-

ton, Iowa on Saturday, January 29th. Cocktails 5:00-5:30, dinner at 6 with the ceremony to follow. More details at the next meeting. The price will be \$10 per person and must be paid in advance. Dennis Dyer reminded everyone to update their point sheets for the awards. Ted Wink suggested a 50/50 drawing at the banquet.

C. Other Old Business

1. Jim Robinson will host a dawn patrol at the airpark, probably December 11th.

Aviation scholarship – Nothing new to report. Dennis Dyer will include information on the membership card he will be sending out soon.

Changing meeting times – After discussion, the membership voted that the meetings will start at 10 AM beginning February 2011.

NEW BUSINESS

A. Nominations for Office

1. President – Kevin Lee was nominated and accepted the bid.

Secretary – Jim Rummery was nominated and accepted the bid.

The membership will be emailed an absentee ballot to email back if they are unable to attend with voting taking place at the December meeting.

B. It was announced that membership dues are due.

C. Kevin Lee mentioned that Carver is in their new building in Davenport and Chapter 75 is doing Young Eagles today and will have several aircraft at the old Carver building.

D. Jim Robinson announced that the Fast Class regarding reading sectional charts will be Saturday, November 13th.

E. Dennis McAllister mentioned the joint venture between Ford Motor Company and EAA for discounts in purchasing a new Ford vehicle. He left brochures on the table for interested members.

F. Dennis McAllister reminded board members that this quarter's board meeting will be at 8AM on December 4th.

G. Hildred suggested for next year we pick another club's fly in for us to attend as a club. Everyone should bring their favorite fly-in location to discuss at the next meeting so we can put it on next year's calendar; whether it is to fly-in, ride a motorcycle or other method of transportation.

H. Kevin mentioned he still has club hats for \$7.

Members' Project Review: Members discussed various projects and experiences

ADJOURNMENT

There being no further business, the meeting was adjourned at 11:15 AM. Dennis Dyer provided lunch and also won the 50/50 which he donated back to the club.

Respectfully submitted,

Kathy McAllister, Secretary

ILLOWA SPORT FLYERS DECEMBER 2010

ABSENTEE BALLOT

2011-2012

PRESIDENT (vote for one)

- Kevin Lee
- Write in _____

SECRETARY (vote for one)

- Jim Rummery
- Write in _____

**Please email your absentee ballot to
Kathy McAllister at;**

**mcallisk73@hotmail.com prior to the
December 4th meeting if you are unable
to attend. Bring ballot to the meeting.**

You can't make wrong work.
- Gerald Waterhouse

**2009 Board of Directors Meetings scheduled : February • May •
August • October At 8:00 A.M. just prior to club meeting.
Illowa Sport Flyers Club #188:**

Board of Directors: Dennis McAllister-Pres./ Kathy Sattizahn-V.P./
Dennis Baber Treasurer/ Kathy McAllister-Secretary / Dennis Dyer
Web& Newsletter Editor Kevin Lee, Hildred Williams.

Annual Awards Banquet at Buzzy's in Welton, Iowa 414 Main St. 563-659-5946 on Saturday, January 29th. Cocktails 5:00-5:30, dinner at 6 with the ceremony to follow. More details at the next meeting. The price will be \$10 per person and **must be paid in advance**. Please everyone update your point sheets for the awards. Ted Wink suggested a 50/50 drawing at the banquet. The Wink's Gift Exchange Extravaganza. (Also known as WiGEE). Will also be held after the awards. The complete rules for the exchange will be posted in next months newsletter. Map to Buzzy's will also be available.

Latest gossip:

Bob Donley is selling his Challenger II and getting a Hornet, which is a hybrid Challenger of sorts. 582 Rotax so he can outrun Ted & Marilu. Bob also advised to not use Citgo 2Cycle Air cooled low smoke oil as it created a serious problem with his 503 and experienced a engine out situation and was forced to land. He said Brian (Authorized Independent Rotax Repair Center) said it created the situation which made it necessary to do a engine overhaul. Bob should be at the next meeting if you have any questions or email him at:

bdonley@frontiernet.net

Brian at: rotaxman503@yahoo.com

"To succeed you need to find something to hold on to, something to motivate you, something to inspire you" **Tony Dorsett**

Survey: Why aren't more women in aviation?



By Glenn Pew, Contributing Editor, Video Editor

A two-year study has identified barriers that stop women from learning to fly and produced suggestions to increase the number of female pilots. The study was performed by Penny Hamilton, Ph.D., and included 296 surveys or

personal interviews, women pilots and student pilots, females who did not complete their flight training, and instructors of both genders. Dr. Hamilton used her research to produce a list of the top 10 barriers that stop women from flying and the top 10 ways to increase female success in general aviation. Topping the list of deterrents was one that anecdotally appears universal -- a lack of money for flight training. Dr. Hamilton addressed gender specific recommendations to counter "instructor-student communication incompatibility (Mars vs. Venus)," a lack of readily available female mentors, certain perceived gaps in experience and skill sets and more.

Dr. Hamilton cited "lack of experience with and knowledge of mechanical systems" and "lack of map reading experience & orienteering skill sets" as barriers. She suggests developing more flexible and individualized flight training processes that respect different learning styles and the use of outside resources to bolster certain skills particular to flying. For example, if map reading and orienteering is deficient, Dr. Hamilton suggests that certain outside and no cost methods be employed, like the use of the geography and map reading websites national-geographic.com and knowledgehouse.info.

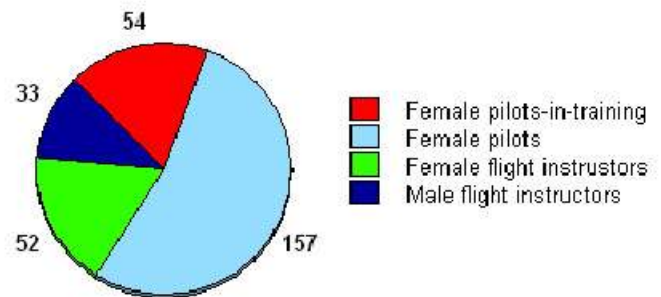
Why are there so few women pilots in America? In fact, only six-percent of those holding pilot certificates are female. Why is the number of women pilots so abysmally low?

Thanks to research grant support partially provided by the Wolf Aviation Fund, some of the

answers are to be found right here at "Teaching Women to Fly."

The volunteer director of this research project is Penny Rafferty Hamilton, Ph.D. Dr. Hamilton cast a wide net across the aviation community. Her two-year study netted 296 completed surveys and/or personal interviews. Included within the sample are 54 female pilot-in-training (PIT) or others who started out to earn pilot certificates; however, for one reason or even several, did not complete their flight training.

Survey Participants



Also responding to her call, were 157 women pilots, some with advanced ratings and experience in helicopters, soaring, commercial and military aviation. Fifty-two female and 33 male flight instructors shared their insights. Thanks to all who shared their thoughts and experiences.

After all the results of the survey and interviews were tabulated, 101 ideas on how to increase the number of women pilots were generated. The 101 have been reduced to the Top 10 Things we should be doing to increase the number of women pilots and the Top 10 Things we should stop doing right now!

As AOPA president, Craig Fuller, says, "I urge each and every pilot to take some kind of action, to do whatever you can, to do something to increase the pilot population." This study suggests women are an underserved and little understood segment of general aviation. Increasing the number of successful women is a great place to start.

Feeding your Rotax 2-Stroke Aircraft Engine

Fuel

Octane rating

We recommend using a "premium" type automotive fuel with an octane rating of 91, a minimum of impurities and little or no alcohols (maximum 5%).

Some may have noticed that the Rotax documentation specifies an octane rating of 90, based on the RON standards used in Europe. This is the equivalent of an 87 rating under the Canadian AKI standards. A rating of 87 is indeed considered "regular" fuel, but we still recommend a "premium" fuel for two reasons:

- First, when fuel is premixed with 2-stroke oil, the octane rating is reduced by about 2 points. An 87 octane fuel would therefore become 85 octane.
- Second, fuel evaporates and loses its octane rating when it lays in your aircraft's fuel tank or in a plastic jug. A "premium", 91 octane fuel will see its octane rating reduced to unusable levels after as little as three weeks. Fuel with a lower octane rating would obviously have an even shorter usable life.

Too low an octane rating will create detonation and pre-ignition which can damage the piston crown and even melt a hole through it.

Where to buy

It is recommended to buy gas at the busier gas stations of the major oil companies, since their tanks are renewed often allowing the fuel to stay fresh and clean.

Alcohols

Certain fuels contain alcohols such as ethanol. These ingredients should be avoided since they absorb water which then creates corrosion inside a 2-stroke engine. They also have the effect of [reducing the oil's lubricating properties](#). Rotax recommends avoiding fuels containing more than 5% alcohol.

Aviation Fuels

It is possible but not recommended to use 100LL AVGAS, since the the lead content will increase deposits in the combustion chamber and on crankshaft ball bearings, inducing

premature wear. Its higher octane rating does not bring any significant advantage to the engine's operation.

To be avoided:

- "Regular" fuel except if used with oil injection and burned entirely on the day of purchase;
- "Premium" fuel which is more than 3 weeks old
- Alcohol content of more than 5%

Diesel. You are not crossing the Atlantic in a Diamond TwinStar!

Engine Lubrication

2-stroke oil specifications

Rotax recommends using a "super" two-stroke oil which corresponds to ASTM/CEC standards and/or API-TC classification. It is also essential to choose an oil which is designed for an air cooled engine *even if you own a liquid cooled engine*.

2-stroke oil type

For most Canadian users a mineral or semi synthetic oil is recommended.

Synthetic oil should only be used by those who operate their engine nearly every day. Even when shut down, air is constantly circulating through a 2-stroke engine; it is never sealed like a 4-stroke engine. Even though it has excellent lubricating properties, a synthetic oil does not effectively protect a stopped 2-stroke engine against corrosion: it tends to attract moisture and will run off the parts rather than leave a protective coating.

Mixing

If you own an [oil-injected engine](#), you simply need to keep your oil tank topped up frequently. Otherwise, it is necessary to premix your oil and fuel. The ratio is 50 to 1, or 2%. This means you would mix 400mL of oil in 20L of fuel, 500mL for 25L, and so on. Using more oil than recommended would not help your engine in any way: it will accelerate the formation of carbon deposits which will eventually break loose and accelerate wear.

Rotary valve lubrication

The oil used in the rotary valve lubrication circuit of liquid cooled engines (462, 532, 582, 618) should be the same 2-stroke oil used for primary engine lubrication.

ILLOWA SPORT FLYERS is a non-profit organization that is open to membership of the general public, male and female, flyer and those who love flying. If you have a question concerning the club please feel free to call any officer: Dennis McAllister -President / Kathy Sattizahn - Vice Pres. Dennis Baber - Treasurer /Dennis Dyer - Editor Kathy McAllister - Secretary

The Illowa Sport Flyers Club #188 is a voluntary membership organization of the PARTICIPANTS AND SUPPORTERS OF LIGHT SPORT AVIATION. CLUB #188 as a private non-regulatory organization which has no legal authority to regulate or control individuals or corporations, cannot be held liable for any flight operation that results in injury of death to any party. ALL REFERENCES BY THE CLUB #188 TO SELF-REGULATIONS REFERS TO EACH INDIVIDUAL PERSON REGULATING FOR HIM OR HER SELF.

To be avoided:

- Oils whose label do not bear the above mentioned required specifications
 - Oils primarily designed for outboard 2-stroke engines
- Mixing ratios other than 50:1

Gearbox Lubrication

Rotax recommends API-GL5 or GL6, SAE 140 EP or 85W-140 EP gear oil for gearbox lubrication. A synthetic type of oil can be recommended for this application thanks to the almost-sealed environment of the gearbox casing.

To be avoided:

Low quality lubricants which will deteriorate long before the recommended replacement interval (every 100 hours)

Cooling Liquid

For its liquid cooled Aircraft Engines, Rotax recommends a mix of 50% antifreeze concentrate without sulphates and phosphates, with anticorrosion additives designed for aluminium, and 50% distilled or demineralised water.

It is possible to use a higher proportion of water if you have overheating problems, but it is important to consider the effect on freezing point. The maximum ratios specified by the anti-freeze manufacturer should not be exceeded since deposits may form inside the cooling circuit.

To be avoided:

- *Low* phosphate and *low* sulphate antifreeze
 - Water which is not distilled or demineralised
- Excessive mixing ratios

Spark Plugs

The recommended spark plugs are the NGK B8ES or BR8ES. The "R" denotes a resistance which helps suppress radio interference. The use of spark plugs with a solid tip, rather than the screwed-on tip, is mandatory. The latter can unscrew itself in flight and dislodge the spark plug connector cap, creating an ignition failure.

Spark plug gap

- Allowable range: 0.4-0.5mm / .016-.020"
- Optimal: 0.45mm / .018"
- The gap can be reduced to its allowable minimum to help starting in very cold conditions

To be avoided:

- Other spark plug models and other manufacturers' equivalents
- Screwed-on tips

Unverified spark plug gaps

These informations and much more can be found in our [Engine Maintenance Logs](http://www.rotaxservice.com/rotax_tips/maintenance_logs.htm). http://www.rotaxservice.com/rotax_tips/maintenance_logs.htm

"Never do anything against conscience even if the state demands it."
 -- Albert Einstein
 (1879-1955) Physicist and Professor, Nobel Prize 1921

Get Ready For Winter

Cover for muffler exhaust hole.
 Cover for air cleaner that is water proof but not plastic as plastic has a tendency to sweat and gets in engine.
 Look for a bar-b-q cover to cover the engine, and get a box of mothballs and a few old socks. Put some in each sock and hang around the engine and cockpit area. Mice have chewed headset cables down to the wire and instrument wire has also been destroyed.
 Use fogging oil remove the air cleaners before a long period of storing and bring up the engine to operating temps. With a engine running between 3,000 and 3,500 rpm's spray fogging oil in each carb. Back and forth until the engine dies. About 2-3 seconds for each spray and engine will first start sputtering and then quit. After the engine has been fogged spray some in the muffler and then cover muffler and carbs to prevent moisture from entering the engine. Carb bowls must be drained and inspected. Draining the fuel tank has stopped because of the condensation that occurs in cold weather. Turn the engine over once a month by hand; do not start the engine as that will cause condensation to form in engine and exhaust.

"The republic was not established by cowards, and cowards will not preserve it."
 -- Elmer Davis
 (1800-1858), American writer, commentator

The better a man is the more mistakes he will make for the more things he will try.
 - Peter F. Drucker

December Birthdays

Bob LaSalle December 8

Dennis McAllister's December 13

Vanessa Greer December



Send your and your spouse's B-Day to dennyray27@yahoo.com or bring to meeting to be published. Thanks

Food Volunteer List for 2010

Feb. - Karen & Denny Baber

March - Sue & Jim Robinson

April - Christine & Kevin Lee

May - Rick DeClerck

June - Jim & Mary Rummery

July — - Wayne Hamburg

August - Rick Cook

September - Jim & Mary Rummery

October - Pizza

November - Sue & Dennis Dyer

December - Ed Vens & Jeannine Eden

Want to have first shot at the month of your choice? dennyray27@yahoo.com or 309-721-3332 \$40 reimbursement.

"The first step toward success is taken when you refuse to be a captive of the environment in which you first find yourself." **Mark Caine**

A warning to people who mix their oil and gas. I have been using the 8OZ. BOTTLE of AIR-COOLED engine oil from PENNZOIL and mixing with other 2 cycle oil to make the oil for the few 16oz. bottles that I have. I had just mixed some for future use and the new mix looked short looking at the clear strip on the bottle. I checked and 3 were 2-2 1/2 oz SHORT. I don't need engine freeze-up because of oil starvation. I think I'll measure all of it from now on. Jim Abbott



"If by the liberty of the press were understood merely the liberty of discussing the propriety of public measures and political opinions, let us have as much of it as you please: But if it means the liberty of affronting, calumniating and defaming one another, I, for my part, own myself willing to part with my share of it, whenever our legislators shall please so to alter the law and shall cheerfully consent to

exchange my liberty of abusing others for the privilege of not being abused myself."

-- **Benjamin Franklin**

(1706-1790) US Founding Father

Source: An Account of the Supremest Court of Judicature in Pennsylvania, viz. The Court of the Press, 12 September 1789, Reference: Franklin Collected Works, Lemay, ed., 1152.

Attention Club Members

Brian DeWitte (Authorized Independent Rotax Repair Center) cell phone number is 309-738-3791. Brian can pass along a discount for parts if you happen to need any. He can also help adjust those engines to peak performance.

2010 club dues are only \$25 and can be brought to the meeting or sent to:

Dennis Baber
1022 46th Avenue
East Moline, IL
61244-4408

Or left with Jim or Sue Robinson at the airpark.

Classified

Items or services that CLUB members would like to buy sell or trade. Send to Dennis Dyer 2601 2nd. St. Court—East Moline, IL 61244-2653 Ph. 309-755-0099 or e-mail, dennyray27@yahoo.com



Zenith Zodiac 601 HD (SP/LSA) ----- \$26,900

Total time on aircraft is 159 hours.
Cruise is 100 MPH, with 35 MPH stall on GPS (solo).
The Stratus 100 HP Subaru burns 87 oct @ 4 1/2 gal/hr. (dual Bing carb's with K&N filters).
Engine has the optional dual ignition, and optional stainless steel exhaust.
Plane has dual batteries to support the dual ignition system (all instruments have dual wiring).
Prop is a (3) blade Warp Drive ground adjustable with optional nickel edges.
VG's on wings & horz stab for better handling.
Horz stab has optional cabin adjustable trim.
Wings have optional baggage lockers.
Wing tip strobes.
All adjoining surfaces have been zinc chromated to protect from corrosion.
Cabin heater.
Cabin has canopy defroster, plus baggage area hot air exhaust fans.
Plane is equipped with AOA (reserve lift indicator).
Head sets, intercom system, and ICOM radio included.
Has (2) 55 watt landing / taxi lights.

**Contact: Kelly Meiste (815) 684-9922
or email kelly@meiste.com**

Illowa Sport Flyers

Meetings first Saturday of each month.

The ILLOWA SPORT FLYERS club #188 encourages all members to fly within their abilities. However, the ILLOWA SPORT FLYERS Club #188 is not responsible for any injury, property damage, or liability to pilots or their heirs for damages that may be incurred in their participation in these events.

www.flip-flap.com Dennis Dyer
dennyray27@yahoo.com

Universal aircraft actuator



This unit is a substantial, well designed and built device, well suited for the purpose."

Dave Goulet"

I have 10 7 of the lever action Flip-Flap flap actuators, NEW and never used that I will sell for \$125.00 each. They are the same as on the Flip-flap.com website selling for \$349.00.

The Challenger kit is only \$39.95.



Comes with full instructions and full warranty. Sure beats cranking that handle.
Dennis Dyer dennyray27@yahoo.com
309-721-3332

A great Challenger project

A new Keller nosecone. With recessed entry door for a streamlined look.

E-mail : dennyray27@yahoo.com

By Fall we hope to have a carbon Fiber unit.



Classified Items or services that CLUB members would like to buy sell or trade. Send to Dennis Dyer 2601 2nd. St. Court—East Moline, IL 61244-2653 Ph. 309-755-0099 or e-mail, dennyray@qconline.com

For Sale "Mitchell Benson Gyro" After over 4000 hours flying Gyros I have decided to go with a fixed wing Ultralight. I have built 12 rotarcraft. This is my last effort and it flies great!



EA81 Subaru 80 hp. Parsons redrive. 3 blade Warp Drive prop. 25 foot Dragon Wings Rotar. full inst. electric starter. With a pre rotater. Front wheel brake. and 8 gal. fuel tank and trailer. 45 Hours TT eng. and airframe.



Call Ron Mitchell 563 212 7486.

Robert Bianchi will sell his 2 place Challenger with a 447 Rotax hanged at Erie Airpark. For all the details call Robert at 309-235-3624 or e-mail him at njbob43@aol.com (Plane behind Des)



Quicksilver Ultralight, which has a 337 Rotax engine. For all the details call Robert Bianchi at 309-235-3624 or e-mail him at njbob43@aol.com



Tom Burns CFI-A FAA Certified Flight Instructor - Flight Training - Flight Review - Tail-wheels - High Performance - Complex - Light Sport - Student - Private -Commercial 563-299-5942 tburns@pcsis.net



North Country Chainsaw
Bob Davidson
Carvings & Signs
10501 IL Rt 84S Hanover, IL 61041

Phone 815-541-0230
davidson610@yahoo.com



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