

North Central Wisconsin
North Central Wisconsin
Lite Flyers

DECEMBER 1997

EAA Ultralight Chapter 75

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Editors Notes

Greetings from the edge of the runway! Except for the sound of plows and the truck-mounted snowblower doing the runways it has been pretty quiet at the Wausau Downtown Airport. I miss the buzz of the Rotax engines at this time of the year but once Christmas is over the hardy souls will be acclimated to winter and will be up checking out the ice fishing catches or racing the snowmobiles on Lake Wausau.

All is not quiet at Gordy Radtke's garage however. The bits and pieces have arrived for his brand new Chinook and we understand Gordy and friends from the chapter have it just about ready to cover. We should be able to get a full report at our next meeting on December 13th. We wish you well on the project Gordy.

Our last meeting was held on November 15th at the terminal building of the Wausau Airport. We were able to utilize a separate large meeting room of the old terminal (which will soon become the FBO office). Supplemental to the business meeting we enjoyed a technical presentation by Gordy Radtke on the Rotax engine and related equipment. He showed and discussed various carburetors and the mufflers influence on power bands as applied to aircraft use. Also in attendance was Rob Rayford, of R & D Motorsports and Aerosports. Rob has been experimenting with new muffler designs for the Rotax and made significant contributions to these technical discussions.

We are indeed fortunate to have such technical expertise in the ranks of our chapter. We encourage everyone to ask questions of these people when your are in doubt or have a running problem.

We hope to see all of you at the next meeting at the Merrill Airport. It is a wonderful chance to get better acquainted with members of our other local chapters, 243 and 640. Let's share a lunch just as we share the skies.

From myself and everyone who staffs the chapter newsletter, a very Merry Christmas! We hope you all find a new Rotax under your tree.

Bill Markstrum

Next Chapter 75 Meeting

Saturday December 13th 1:30 p.m. at the Merrill FBO Office. This will be a joint Holiday Christmas pot luck get together with Chapters 640 and 243. Bring a dish to pass and a plate of cookies to share along with your Holiday spirit.



**Happy
Holidays!
from Chapter 75**

NOVEMBER TREASURERS REPORT

Balance Forward - \$435.89
Deposits
Dues - \$30.00
Total - \$30.00
Disbursements
Postage \$16.32
Total - \$16.32
Ending Balance - \$449.57

Buy · Trade · Sell



- ✦ Super Ace, single place parasol 75% completed. Fuselage welded and primed, tail feathers complete as are the built-up wooden wings. Asking \$8,300. Bill Flynn - Schofield (715) 359-3737. (Ed note: I know the builder and I've seen the plane. What a beautiful piece of workmanship. All it needs is covering assembly and an engine. Let's keep this one in our area.)
- ✦ 582 Rotax DIDC with 2.58 "B" box and electric start. It has 3 hours running and radiator is included for \$4,000. Bob Lapp - Land O Lakes (715) 547-3767
- ✦ Kolb MKII 503 single carb 2 seat Ultralight. \$6,500. Dave LeVoy - Stratford (715) 687-4120.
- ✦ 1983 Rotec Rally Sport. 503 engine. Factory pod with instruments. Skis. \$ 3,500. Bob Paustian 715-675-7800.
- ✦ 503 Rotax with dual carb set up. 1996 Pop-up camper. Call Pat Kenny for details on these items (715) 479-5036
- ✦ 1983 Rally 2B with new 447 Rotax elec start. New wings. BRS Chute. Loaded. \$ 3,000.00 obo Gordy Radtke (715) 359-5343
- ✦ 1987 Para Plane Mod Pm2. Needs engine work. \$1,500.00 Tom Ryan (715) 453-5201. Please call after dark.
- ✦ 1983 Teratorn Tierra I. 447 Rotax tach altimeter. Pilot enclosure. All instruments. Electronic fuel system. Too much to tell here. \$7,500.00 Hilary Omernik (715)-693-3231
- ✦ Avid Flyer, Model B. Contact Erling Uttech 3917 Simmonis St. Stevens Point, WI 54481
- ✦ Quicksilver MXL I-3 axis. Controls, Steerable Nose wheel, Saddlebags. BRS soft Chute, Brakes, Gauges, 32 hrs on rebuilt engine. \$4,400. 414/563-9654.
- ✦ Fischer 202 Koala. 86 hours total time. 277 cc Rotax engine. Call John Verfuertth 715-387-3856
- ✦ Challenger II. 274 Hours. 503 Rotax. Hiper Light N8. 79 Hours. 447 Rotax. Teratorn TA. 64 Hours. 298 Rotax Twin. Contact Reinie Hirsch (715) 384-5073.

EAA ULTRALIGHT CHAPTER 75
 North Central Wisconsin Lite Flyers
 Application Form for Membership and Subscription

Date _____

Name _____ Phone: _____

Address _____

City _____ State: _____ Zip: _____

_____ EAA # _____

USUA# _____

Membership Due Schedule:

_____ \$ 12 MAY	_____ \$ 6 NOV
_____ \$ 11 JUNE	_____ \$ 5 DEC
_____ \$ 10 JULY	_____ \$ 4 JAN
_____ \$ 9 AU-	_____ \$ 3 FEB
_____ \$ 8 SEPT	_____ \$ 2 MARCH
_____ \$ 7 OCT	_____ \$ 1 APRIL

Mail Check Payable To:
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 P.O. Box 12

Payment of dues affords me voting privileges, and a subscription to news updates

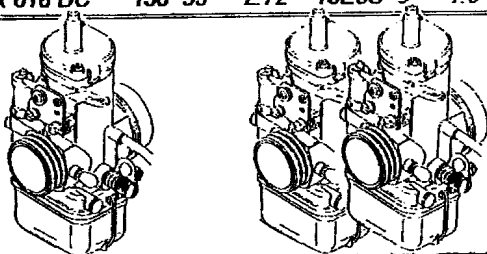
Rejet Your Bing Carburetors For the Seasons Cold Weather

Recommended Jetting for Bing Carburetors

The following is the factory recommended jet for Bing carburetors at sea level and 70F degrees. Apply the Bing Main Jet Correction Chart shown at the bottom of the page to compensate for temperature and altitude at your location. Jetting for engines equipped with intake silencers are also listed. See Part #46 "The Stealth Rotax" located in the rear of this catalog for more information on intake silencer. *Engjet.doc*

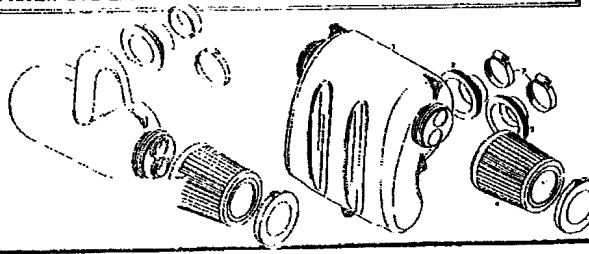
Rotax Engines w/o Intake Silencer

Engine Type	Main Jet	Pilot Jet	Needle	Needle Spring	Wet Jet	Wet Needle
Rotax 277	148 45	2.72	8L2	2	1.0	
Rotax 377	165 45	2.70	8O2	2	0.5	
Rotax 447	165 45	2.70	15K2	2	0.5	
Rotax 447 DC	135 50	2.70	6G1	3	1.0	
Rotax 503 SC	180 45	2.74	8G2	3	0.5	
Up to Serial #3785371						
Rotax 503 SC	185 45	2.72	15K2	3	0.5	
After Serial #3785372						
Rotax 503 DC	158 45	2.70	11K2	2	0.5	
Rotax 532 SC	195 55	2.74	15K2	3	1.0	
Rotax 532/582 DC	165 55	2.72	11G2	3	1.0	
Rotax 618 DC	158 55	2.72	15E5U	3	1.0	



Rotax Engines with Intake Silencer

Engine Type	Main Jet	Pilot Jet	Needle	Needle Spring	Wet Jet	Wet Needle
Rotax 277	140 45	2.72	8L2	2	1.0	
Rotax 377	155 45	2.70	8O2	2	0.5	
Rotax 447	155 45	2.70	15K2	2	0.5	
Rotax 447 DC	128 50	2.68	15K2	2	1.0	
Rotax 503 SC	158 45	2.74	6H2	3	0.5	
UP to Serial #3785371						
Rotax 503 SC	165 45	2.70	15K2	3	0.5	
After Serial #3785372						
Rotax 503 DC	148 45	2.68	11K2	2	1.0	
Rotax 532 SC	170 55	2.74	15K2	3	1.0	
Rotax 532/582 DC	145 55	2.68	15K2	3	1.0	
Rotax 618 DC	135 55	2.70	15E5U	3	1.0	



Step #1 - Assume Nothing!!! Disassemble and check your carburetor(s) to verify the recommended jetting listed above is installed in your carb(s). This is the most up to date information available at the time of this publication.

Step #2 - Because air density varies with temperature and altitude changes, a main jet correction may be necessary. This chart was calculated at sea level with an air temperature of 60 F or 15C.

Step #3 - Apply the multiplication factor shown to the main jet size recommended in the chart at the top of the page.

Step #4 - Your operating conditions will vary by the change of seasons. If your EGT temps vary and your engine experiences performance difficulties, a review of your jetting may be necessary. Return to step #2.

Step #5 - Humidity is also a variable in determining air density, a high humidity means a lower air density of air to be consumed by combustion. Because we are generally not equipped with a way of easily reading the % of humidity present, this can be read in to this chart by adding altitude on high humidity days and subtracting altitude on in very dry climates. An EGT gauge should illustrate changes in these conditions under full throttle readings.

How to Use the Bing Main Jet Correction Chart

Example: $160 \times 0.89 = 142$ Main Jet

Altitude - Meters	Main Jet Correction Chart									
	0m	500m	1000	1500	2000	2500	3000	3500	4000	
- Feet	0	1500	3000	4500	6000	7500	9000	10500	12000	
Temperature										
-22F -30C	1.04	1.03	1.01	1.00	0.98	0.97	0.95	0.94	0.93	
-4F -20C	1.03	1.02	1.00	0.99	0.97	0.96	0.95	0.93	0.92	
14F -10C	1.02	1.01	0.99	0.98	0.96	0.95	0.94	0.92	0.91	
32F 0C	1.01	1.00	0.98	0.97	0.95	0.94	0.93	0.91	0.90	
50F 10C	1.00	0.99	0.97	0.96	0.95	0.93	0.91	0.90	0.88	
69F 15C	1.00	0.99	0.97	0.96	0.94	0.93	0.92	0.90	0.88	
88F 20C	1.00	0.98	0.97	0.95	0.94	0.93	0.91	0.90	0.88	
106F 30C	0.99	0.97	0.96	0.94	0.93	0.92	0.90	0.89	0.88	
124F 40C	0.98	0.96	0.95	0.94	0.92	0.91	0.90	0.88	0.87	
142F 50C	0.97	0.96	0.94	0.93	0.92	0.90	0.89	0.88	0.86	

Note: Before operating the engine again at lower altitudes, reinstallation of the original jetting is necessary. Engine damage may otherwise occur!

The newsletter is a monthly publication of the North Central Wisconsin Lite Flyers and is free to all club members. Send any comments, questions, suggestions, or items you would like included in the newsletter to: Mark Blume 15203 Short Lane Marathon, WI 54448
Or send e-mail to lvose@pcpros.net

Items received by the 5th are considered for that month's publication.