



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

Editors Notes



While we wait for the capricious Wisconsin weather to gradually work its way around to the spring meltdown, our chapter has not been hibernating. Our well-attended meeting at the Wausau airport was both a meeting and a Christmas party. I was out on an exploratory hike, which I'll mention later, and got to the airport just as the meeting ended so I can't report on what was discussed. If the meeting was as meaty as the delicious chicken President Steve and wife Karen brought from Merrill, then it was a good meeting indeed.

Side dishes and desserts were furnished by various members of the chapter and rounded out

a great meal. I guess one could sum up all our chapter meetings this way:

Wherever the place we choose to meet,

We have great fun and plenty to eat!

Following this super meal, Steve and Karen called the shots on a hilarious game. Men were seated at one table, women at another while Karen supplied a pile of wrapped gifts to each table. Several pairs of dice made the rounds and each time doubles were thrown, one could select a gift from the pile. When the piles were gone, you could confiscate one of your neighbors' gifts. You can imagine the

noise and laughter generated during this *take-away* phase of the game before time was called. Steve and Karen, we really appreciate all the work you put into these special meetings and the enthusiasm you generate in our group. You two seem to cover all the bases; ground school, flight school and fun school!

Elsewhere in this newsletter are details on the time and location of this years UL Safety Seminar in early March. Dan Marlenga and Steve Krueger are working hard to make this a special event since our chapter is essentially the host. Lets all make ourselves available to help them as needed before or during this seminar at Cedar
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A Weekend of Winter Ultralighting

Wish I Could Migrate South With the Other Birds
Do you ever get the urge to do something, and you just HAVE to do it? It's like when your nose itches, you just HAVE to scratch it. That's how I feel about flying. I HAVE to do it. I flew to the meeting at the Wausau airport along side my buddy Bill Heil.

We took off that morning from Bill's Pitstop airstrip all bundled up in our flight suits. We were wheels up at 11:30 arriving at Wausau before noon. What a wonderful lunch we had with that great chicken

and all the side dishes! Wow, there are some good cooks in our midst.

After we ate, I looked out the window and saw my plane sitting there in the sun, and I just had to go fly. I took off and headed east until I reached Bevent, then turned west and flew into Mosinee airspace. I made contact, gained permission and flew the Lake DuBay region. What a sight! There were cars racing on the ice and people waving me down. I landed on the ice on the race track and showed off my plane to about 100 people who all

had serious inquiries about ultralighting.

I saw the sun was setting fast, so I took off and headed back towards Bill's. On the way, I flew the Eau Plaine Reservoir and hundreds of ice fisherman waved and flashed cameras at me. It almost looked like fireflies or stars. I performed a few maneuvers (just to show off a little) and then finally landed at Bill's Pitstop. I gained eight hours solo flight time last Saturday and Sunday, and it wasn't enough.

Your eagle in arms,
Frank Garr.

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February 2001

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This newsletter is a monthly publication of the North Central Wisconsin Lite Flyers and is free to all club members. Items you would like included in the newsletter should be sent to:

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

Change of address and membership inquiries should be directed to:

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Comments, questions, suggestions, etc... can be sent to

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NCWLF Treasurer Report January 2001



Balance Fwd		\$ 881.37
Deposits		
2001 Calendars	\$ 90.00	
Chapter 1 Windsock Donation	\$ 24.00	
	Total	\$ 114.00
Disbursements		
Christmas Party Supplies	\$ 181.25	
	Total	\$ 181.25
Ending Balance		\$ 334.53

EAA ULTRALIGHT CHAPTER 75

North Central Wisconsin Lite Flyers
Application Form for Membership and Subscription

Mail Check Payable To:
NCWLF
P.O. Box 12
Schofield, WI 54476

Date _____

Name _____

Phone _____

Address _____

City _____

State _____ Zip _____

USUA# _____ EAA# _____

Type of Ultralight you fly _____

Membership Dues Schedule

- \$ 12 May
- \$ 9 August
- \$ 6 November
- \$ 3 February
- \$ 11 June
- \$ 8 September
- \$ 5 December
- \$ 2 March
- \$ 10 July
- \$ 7 October
- \$ 4 January
- \$ 1 April

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

Editors Notes

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Creek, just south of Wausau. Make plans to attend and refresh your safety and maintenance knowledge before flying season begins. And lets not forget all those beautiful raffle items and freebies our chapter has been fortunate enough to win during past seminars. See you there!

Not everyone lives on a farm or airport, so where to hangar and fly from can be a problem. Frank Garr is planning a strip and hangars near his Town of Berlin home, north of Wausau. Mark Blume and Tom Voss also report that their adjoining neighbor is seriously considering expanding the strip we are so familiar with and possibly adding hangars. Both of these areas are within reasonable distance of Wausau.

If you are in immediate need of hangar space at the Wausau airport, Rob Flannery's will be

available while his Luscomb is being repaired after an unfortunate accident. Give me a call 845-8673 and I can put you in touch with Rob.

Syd Cohen, of chapters 640 and 243, tells me that he is planning to build a forty-eight by forty-eight foot heated hangar just east of the old brown hangars at Wausau. He says there will be plenty of room for his (Beautiful!) Ercoupe with room left over for someone's project in-progress. He's just waiting for final approval of the City and it looks promising.

I mentioned earlier a hike that made me late for the January meeting. I was exploring 120 acres my son Keith is buying about twenty miles north of Wausau. While mostly woodland, it has one field that is more than adequate for UL use. Ron Detert and I can hardly wait to really scope it out once the snow is below

our kneecaps.

As always, we welcome news and articles of ultralights, flying adventures, maintenance, buy and sell, etc. Whatever you have, bring it to our attention. You say you can't write? Feed us the bread and peanut butter and we'll put the jelly on it

I want to especially thank Paul Buss for his post Oshkosh article, "Flight to AirVenture 2000" (September newsletter) Nice job Paul, lets hear about test-flying your new bird. I also commend Frank Garr on his article which appeared in our January 2001 issue, the "three-dimensional" thrill of flying I believe he called it. Good job [wordsmith](#) lets hear more from you.!

Pray for sun and we'll have fun!

Bill Markstrum

Extending Battery Life *First of a 3 part series. Re-printed from The Aviation Consumer November 2000*

There's strong evidence that a cheap pulse charger/battery de-sulfator will do just that.
By Coy Jacob

Here's a surprise. An aircraft lead-acid battery is designed to last 10 to 12 years, not two to three years most of us use as a replacement cycle. Insiders in the battery industry say that a lead/acid battery contains enough reactive material (lead) to last at least five times as long as most do.

So loaded a question is why don't batteries last longer? Why do they seem to peter out and dies in 36 months or so?.

The reason is twofold. One is that aircraft batteries suffer

through long periods of disuse and the other is that the natural enemy of all lead-acid batteries is something called plate sulfation, which is thought to account for 80 percent of all battery failures.

Sulfation- the actual build-up of sulfur molecules or crystals on the lead plates- is an unavoidable by-product of the electromechanical reaction, which takes place in the battery. It appears as a gray whitish crystalline crust that acts as insulation, which interferes in the energy transfer process both to accept a charge and during discharge under regular use.

Sulfation "fools" most common battery chargers, including ship's charging systems, into sensing that the battery needs less charge than it actually does. Most overcharging woes- overheating and buckling of the plates, as well as lead plate precipitation- can be traced to excessive plate sulfation. Research has shown that the sulphur molecules attach to the lead plates tenaciously and tend to break off during normal charging, taking with them chunks of lead which eventually fall to the bottom, shorting out the plates.

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Picts of my plane made it to the internet



http://www.users.ncfcomm.com/challenger/steve_kuchera.htm

Steve Kuchera

Get NCWLF Newsletters On-Line

Hey - Want to see the newsletter in color? See it the way it is meant to be seen? Sign up for e-mail delivery of the chapter newsletter and all this can be yours. Send me (tvoss@pcpros.net) your e-mail address and let me know you want edelivery. You will be the first to be notified when the newsletter is hot off the matrix. You can even print your very own copy.

Remember - past newsletters are available day or night at <http://www.pcpros.net/~tvoss/>



Safety Seminar 2001

Mark your calendars for the 8th annual Ultralight & Light Aviation Safety Seminar. The date is Saturday, March 3rd, at the Holiday Inn Hotel & Suites (Cedar Creek) Wausau/Mosinee. Many door prizes and big raffle items. Great speakers and safety topics on tap for the day. Sponsored by: The Wisconsin Ultralight and Light Aviation Advisory Counsel & The Wisconsin Dept. Of Transportation Bureau Of Aeronautics. More details in next months newsletter or contact: Steve Krueger 536-8828, Jack Lasee 223-4540, Dan Marlenga 359-7377, or Ken Snyder 423-1128. You can also check it out on the web. <http://personal.pitnet.net/mf-aaaul1/html/wulac.html>

EAA Chapter Website of the Month

We'd like to feature Ultralight Chapter 75's website on EAA's website this month, something that we do to highlight various active sites throughout the organization. We will also provide a direct link to your site from the main EAA site.

Ric Reynolds
News Editor
EAA - Oshkosh

Extending Battery Life

(Continued from page 3)

Sulfation is more apt to develop in batteries which are not subject to daily use but let to slowly discharge. Sulfation is also made worse by heat. The rate of harmful plate sulfation will double for every 10 degrees F increase in temperature from the ideal battery case temp of 45 to 55 degrees F.

That means a battery located in the engine compartment- as some are- will probably die from sulfation before one located in the tail cone, where it stays cooler. Either way, in a hot climate, battery life may be shorter than in temperate

zones.

PULSE TECHNOLOGY

Under a contract with NASA to develop a more efficient solar charging system, a Texas Instrument electrical engineer discovered that by pulsating small amounts of DC current into a battery at the rate of 10 to 20 hertz, destructive lead plate sulfation disappeared.

Moreover, it also appeared to dissolve even severe plate sulfation and although patents were granted, the product wasn't developed commercially until recently. We learned of this technology about two years ago when one of our

A&Ps discovered a simple 115 volt trickle charger marketed as "Battery Doc" a battery cleaner and restorer. We were skeptical but connected it to an old motorcycle battery which would no longer hold a charge. Two weeks later, pulse charger had brought the dead battery back to normal and it has been in service for a year.

We then tried this unit on several marine and aircraft batteries with virtually the same results, leading us to conclude that there may be something to this pulse charging business.

... Continued Next Month

NCWLF Calendar of Events

February 17, 2001 Chapter 75 Meeting

Wausau, WI Tentatively scheduled with Gordy Radtke at the Bombardier Headquarters

March 3, 2001 Wisconsin U.L. & Light Plane Safety Seminar

Holiday Inn Hotel & Suites (Cedar Creek) Wausau/Mosinee. Steve Krueger 536-8828, Jack Lasee 223-4540, Dan Marlenga 359-7377, or Ken Snyder 423-1128 <http://ww2.pitnet.net/mf-aaaul1/html/wulac.html>

March 17, 2001 Chapter 75 Meeting

Location to be determined

April 4-7, 2001 Bensen Days

Wauchula, FL Contact Richard Oxnam 219 N. River Road Alva, FL 33920 941-728-3774 rotornut007@yahoo.com

April 8-14, 2001 Sun-N-Fun

Lakeland, FL Linder Airport Susan Highley 863-644-2431 www.sun-n-fun.org

April 21, 2001 Chapter 75 Meeting

Location to be determined

May 19, 2001 Chapter 75 Meeting

Spencer, WI John Verfuert's

May 25-28, 2001 Midwest Regional Fly-in

Mentone, IN Joe Mahr Greater Rotorcraft Club 630-325-0505 <http://pra18.8m.com>

June 16, 2001 EAA Pioneer Day & Chapter 75 Meeting

Oshkosh, WI June 17 rain date

July 18-22, 2001 PRA Annual Convention

Mentone, IN Pam or Erica at HQ 219-353-7227 prahq@aol.com

July 21, 2001 Chapter 75 Meeting

Location to be determined

July 21-22, 2001 Jackel Barnstormer Fly-In

Abbotsford, WI Contact Jack LaSee (715)223-4540

July 25-31, 2001 EAA Airventure 2001

Oshkosh, WI (920) 426-4800 www.airventure.org

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NCWLF Calendar of Events

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August 5, 2001 Merrill Airport Day

Merrill, WI

August 12, 2001 Musky Day Fly In

Boulder Junction, WI With Darko's World Famous BBQ Chicken. Contact Bob Payzer (715) 385-2979.

August 17-19, 2001 Wautoma State Fly In & Chapter 75 Meeting

Wautoma, WI Lake Of The Woods Campground with Chapter 75 Meeting on the 18.

September 15-16, 2001 6th Annual Blume-Voss Fall Fly / Camp-Out & Chapter 75 Meeting

Little Chicago, WI

October 20, 2001 Dick Lees Polish Luau & Chapter 75 Meeting

Tomahawk, WI

November 10, 2001 Chapter 75 Meeting

Location to be determined

December 8, 2001 Chapter 75 Meeting with EAA 640 & 243

Merrill, WI Merrill Airport

Calendar of Events is updated monthly.

Contact Tom Voss tvoss@pcpros.net to list events in subsequent newsletters

Next NCWLF Meeting

Our next NCWLF meeting will be Saturday, February 17th, 1:30 P.M. at Bombardier Headquarters Wausau, WI. Gordy Radtke will be giving a tour of the facility along with the latest Rotax updates. The facility is located a few miles west of Wausau on Hwy. 29, take the 72nd Ave. exit, go south 1/4 mile to Packer Dr. Turn Right on Packer to Bombardier CT. Follow Bombardier CT. to the facility and enter on the East side of the building. Hope to see you there! See map.