



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

Editors Notes



I usually start writing my newsletter copy in a more inspirational setting, like the sun porch overlooking the Wausau Downtown runways. But time is of the essence and my pen meets paper in the waiting room of my tax preparer. So while waiting my turn in the "confessional" I will try to get on with this missive between jokes my wife is feeding me from a year old copy of Readers Digest. Hey Honey, that one was pretty good, quote; "Happily, the stock market closes on weekends, it gives the fingernails a chance to grow back."

Ain't it the truth, the market is bouncing around like an ultralight on the lee side of the mountain, mostly down. But look on the bright side. Warm flying weather is just around the corner and with our miserly engines we can still afford to fill our gas tanks despite the ever increasing pump prices. Imagine trying to feed one of those big old radial engines of the thirties and for-

ties! Beside the warm days of summer we can also look forward to the 50th anniversary of the Oshkosh fly in. It should be a good one.

Our last chapter meeting was hosted by Gordy Radtke at the Bombardier facility on the west edge of Wausau. This is always a meeting we look forward to and we weren't disap-

Safety always favors the prepared mind

pointed. Our special guest was Timm Bogenhagen who very kindly came over from Oshkosh to speak to us about the Sport Pilot and Light Sport Aircraft proposal now in the ninety-day comment period. His presentation and the specific questions he answered later helped us to better understand the proposal. Thank you Timm, we were honored to be addressed by "The Man" of the ultralight movement.

By the way, if you haven't sent off your comments regarding the Sport Pilot proposal you had better do so, the deadline being May 6th. They may be sent Email or snail mail but do show your support and appreciation

for this long awaited flight category.

Our March meeting ended with a nice lunch and a tour of the facility by Gordy. Gordy is truly "Mister Rotax" and we're so fortunate to have him in our chapter. By the way, Happy Birthday Gordy, from all of us! Not only did our host discuss the does and don'ts of Rotax maintenance but he also showed us the latest developments in Rotax engines. With the high power developed by these high-tech induction and scavenging methods we won't need runways to take off, only launching pads, if these new engines make it to our aircraft engine mounts. Thank you Gordy for the useful information and the peek into the future.

In the last letter we gave an overview of the March safety seminar. One of the things stressed was the importance of a complete aircraft preflight inspection. A few weeks ago I was outside cleaning my driveway when several of our Wausau based ULs took off. As the last one took off it coughed and suddenly went silent. I ran to the backyard to see what happened

(Continued on page 3)

Volume 7, Issue 3

April 2002

Inside this issue

<i>Treasurer Report</i>	2
<i>Sun N Fun</i>	3
<i>March Meeting Minutes</i>	3
<i>Family Flight Festival</i>	3
<i>Sport Pilot NPRM</i>	4
<i>Tech Tip</i>	4
<i>Calendar of Events</i>	5
<i>Buy Trade Sell</i>	6

Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding it.



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NCWLF Treasurer Report March 2001

Balance Fwd		\$ 310.68	
Deposits			
Dues	120.00	Disbursements	
2002 Calendars	16.00	Baja's Silk Screen-	
Hats	50.00	ing (Hats)	94.95
Donations	19.00	Postage	46.24
		Service Charge	7.00
Total Deposits	\$ 205.00	Total Disburse-	\$ 148.19
		ments	
		Ending Balance	\$ 367.46

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.

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:

*Tom Voss
15203 Short Lane Marathon, WI 54448
tvoss@pcpros.net*

*Items received by the 5th are considered for that months' publication.
Change of address and membership inquiries should be directed to:*

Steve Norris (715) 675-2876

Comments, questions, suggestions, etc... can be sent to tvoss@pcpros.net

Editors Notes (cont.)

(Continued from page 1)

and saw the plane in the AFTA mode, nose down and making a one eighty turn to the grass runway. Sputtering, it finally made it back to it's hangar to fill the fuel tank. The final story was that the pilot's normally conscientious

preflight was interrupted by well meaning friends. Lets make it a point to cut the pilot some

slack when he is obviously doing a preflight. Maybe, beside our tools, fuels and oils we should each have a complete preflight check list for our particular air-

craft and a large flashing sign saying, "Quite please, preflight in progress"

Let me close with this thought from Louis Pasteur: "Safety always favors the prepared mind"

Happy Flying
Bill Markstrum

EAA Chapter Leaders Forum at Sun N Fun

Hey Chapter Leaders! Come join us for the EAA Chapter Leadership Forum at Sun N Fun, Lakeland Fl, on Thurs. April 11th from 9 a.m. to 11 a.m. in forum tent #10. This forum will be a fun and interactive

presentation that will allow you to take away some ideas on how to make your Chapter more effective and more satisfying for your members! Please come armed with your best ideas on Chapter Fundraising,

Membership Recruitment, Chapter Activities, and anything else you think will be of value. We look forward to a fresh exchange of ideas and information. No registration necessary

March 2002 NCWLF Minutes

Location:

Our March meeting was held at Bombardier Headquarters in Wausau with Gordy Radtke as the host. President Steve Krueger called the meeting to order at 1:40 pm. We had an introduction of members and guests. The treasurers report was approved as read. The secretary's report was approved after a correction was made on the date of Pioneer Day. The correct date is June 15th, 2002.

Old Business:

A total of 215 people attended the Ultralight Safety Seminar in Wisconsin Rapids on March 2nd. The "Vision of Eagles"

sweepstakes continues and is in effect until June 1st. Pioneer Day is scheduled for June 15th, 2002 at Pioneer Airport in Oshkosh.

New Business:

A thank you card was received from the family of

Reinie Hirsch who passed away.

Steve Krueger presented John Szigat and Mike Brady with "Certifications of Birdification".

Tim Bogenhagen from EAA was a guest at our meeting and he spoke

Family Flight And Balloon Festival

More than three dozen hot-air balloons, including 25 flying competitors, have confirmed their participation at the first EAA Family Flight and Balloon Festival, which will be held at the EAA Aviation Center on June 1-2..

The balloons are among the highlights of the two-day event, which also includes numerous hands-on activities, demonstrations and displays. The EAA Family Flight and Balloon Festival is designed for families to enjoy the wonders of flight





Sport Pilot NPRM

This site has summaries of 6 categories I found very helpful to comprehend the new Sport Pilot NPRM. Hope to see you in Antigo this Sat. (1:30) for our chapter Meeting.

http://www.sportpilot.org/nprm/executive_summary.html

Below is the link to submit comment on NPRM

http://209.83.103.41/forms/nprm_comments.asp

Below Is a site you can view all the Sport Pilot NPRM Comments

<http://dms.dot.gov/search>

This site is where all the comments will be posted. Search under docket number FAA-2001-11133.

Steve Krueger

March 2002 NCWLF Minutes - cont.

(Continued from page 3)

about the proposed Sport Pilot rules. He explained how two-place ultralights will be affected, which ultralights will need to be N-numbered, who will be able to do repairs and who will be able to do the annual inspections. If you want to

comment on the Sport Pilot rules, log on to Sportpilot.org. May 6th, 2002 is the deadline for comments. Tim answered numerous questions and concerns from club members.

Next Meeting:
April 20th, 2002 at Dean

Turner's on Lake Nokomis near Tomahawk.

Meeting adjourned at 2:55 pm

Dody Neubauer
Secretary

Tech Tip - Observations

Having just completed an awesome day of flying with Dean Turner and his Significant Other Carrie, I headed for home at Mach 1 to find a fellow flyer from UI, chapter 41 waiting at my hangar. Awaiting me with a big smile was Tim Hannagan. I had finished rebuilding his 582 Rotax and he was chomping at the bit to pick it up. We drove the short distance back to my house. As I showed him his now shiny engine and all of the old parts I had recently replaced, it dawned on me, that I have had to repeat this next line all too often lately. "This was an accident waiting to happen", brings shiver up your spine doesn't it, and it should. This bring me to the point of this short "I hope" story.

Ultralighting is a glorious experience and with the freedom imparted upon us within Part 103, it would seem like we have the best of both worlds. However as with most freedoms there comes a responsibility.

That responsibility is much heavier than we may at first suspect. This means we ultralighters, unlike any other segment in the aviation industry control or own destiny so to speak when it comes to airframe and engine maintenance. This is a very large responsibility!

Part 203 assumes that the owner/builder is capable of maintaining his/her engine and airframe's mechanical integrity. This may not necessarily be true. Not everyone is mechanically inclined enough, or has the knowledge and special tools required to properly maintain their own engines and airframes. Some of the best pilots in the world have "no clue" when it come to airplane maintenance.

That is exactly why GA aviation requires "annuals". My point in the following pictorial of engine photos is to simply make everyone that flies aware that if in doubt, PLEASE ask before embarking on unknown and unforgiving territory. There

are a wealth of diverse skills and information available in most every club. That is just a small part of what makes joining a club so special.

These photos are from Tim's engine, the engine had 250+ hours on it and it was in need of a rebuild.



The oil injection system had been removed and the oil lines had been plugged with a wire! These must be air tight! The bottom end of a two stroke engine must not have any air leaks or the fuel air ratio will not be correct, an air leak here will eventually lead to an engine seizure. If you look at the next photo you will see an aluminum cover plate has been fabricated to cover the hole where the oil

(Continued on page 5)

Tech Tip - Observations

(Continued from page 4)

injection pump was originally mounted. The potential problem is not with the cover it is the lack of a gasket under the cover! The photo clearly shows the fuel oil mixture that has



been leaking out of this cover. Since on a 2 stroke engine alternately, both positive and negative pressures are present in the crankcase. If fuel oil mixture leaks out air will leak in. Piston seizures will result and the pilot's day will be ruined.

This next photo is of the oil injection pump I installed

at time of rebuild and you can clearly see it has o-rings on it to seal the cover.



The pistons shown below had heavy carbon buildup after 250 hours with premix and the rings were stuck, the piston skirts were collapsed and the clearance pis/cyl was .013"



It was definably time for new pistons, seals, and gaskets.

These are just a few examples of the problems I have encountered while either rebuilding engines or looking at other airplanes at events throughout the country. The intent of this article is to open a few eyes and make everyone ask questions. Remember informed pilots make better pilots.

Remember if a Rotax engine is properly maintained and stored, it will provide many hundreds of trouble free hours of flying.

Gordy Radtke
Product Quality Specialist
715-847-6856

gordy.radtke@recreation.
bombardier.com

NCWLF Calendar of Events

March 16, 2002 Chapter 75 Meeting

Wausau, WI Bombardier Headquarters

April 7-13, 2002 Sun n Fun

Lakeland, FL

April 13, 2002 Rhinelander Area Pilot Education Program

900 Boyce Drive Rhinelander, WI 7:00 pm—9:45 pm. Peterson Health Care Facility.

April 20, 2002 Chapter 75 Meeting

Tomahawk, WI Dean Turners on Lake Nokomis

May 18, 2002 Chapter 75 Meeting

Spencer, WI John Verfuert's

June 1-2, 2002 Wild Rose Fly-In / Drive-In

Wild Rose, WI Campout Saturday Night with Bon Fire at dusk. Sunday, Airplane

Rides, Pancake Breakfast 8:00 AM, Pig Roast at noon. Brett Wilke at 920-622-4852

June 1-2, 2002 Family Flight And Balloon Festival

(Continued on page 6)



Think Spring



Buy • Trade • Sell • Wanted

☛ Kitfox Lite. Low time 2si engine, BRS chute, trailer and transport package available. Pictures at <http://www.geocities.com/Pipeline/Reef/9058> Asking \$14,000. Tim Duquaine DePere, WI tduquaine@new.it.com

☛ 2 year old 503 Rotax DCDI with 3.47-1 E-gear box. 70 hrs TT. Electric start, exhaust and oil injection. Excellent condition. Asking \$2100. Joe Urban, 715-8 2 3 - 2 3 5 4 flyby@frontiernet.net

☛ 1997 T-Bird 1 325hr. Rotax 503 dual ignition / single carb, oil inj, elec start. Cockpit has full enclosure, full compliment of analog gauges mounted in lexan panel. Includes streamlined strut covers, hyd. brakes, 6 & 12 gallon gas tanks, snow ski's, and BRS 750 Soft Pack parachute. Asking \$ 8,000. Also available: Hanger rental on premises \$90 month. Bob Zaretske 4720 Martha Lane Pewaukee WI 53072 262-781-2251 cell 414-791-7670

☛ Bill Markstrum has extra copies of Bob Wylie's excellent book, "Wings North" at \$30 each. This is a treasure trove of local aviation history. Call Bill to re-

NCWLF Calendar of Events - cont.

(Continued from page 5)

- EAA Aviation Center, Oshkosh, WI
- June 15, 2002 Pioneer Day & Chapter 75 Meeting**
Oshkosh, WI
- July 20, 2002 LaSee-Jakel Fly-In & Chapter 75 Meeting**
Abbotsford, WI LaSee-Jakel Fly-In
- July 23-29, 2002 Air Venture**
Oshkosh, WI
- August 11, 2002 Musky Day Fly-In**
Boulder Junction, WI
- August 16-18, 2002 UL State Fly-In**
Lake of the Woods Wautoma, WI
- August 17, 2002 Chapter 75 Meeting**
Lake of the Woods Wautoma, WI
- September 21-22, 2002 7th Annual Blume-Voss Fly-In & Chapter 75 Meeting**
Little Chicago, WI
- October 19, 2002 Chapter 75 Meeting**
Lake Nokomis, WI Dick Lees Polish Luau
- November 16, 2002 Chapter 75 Meeting**
Location TBD
- December 14, 2002 Chapter 75 Meeting**
Merrill, WI with EAA 243 & 640 Merrill Airport

serve your copy. 845-8673

☛ FlightstarII, 65hrs. TT, 503 dual carb, e-gear box with electric start, full instrumentation with panel mount radio and intercom/2headsets, 3-blade ground adjust f-model powerfin. Many other extras including ski's. Pictures available. Contact Joe Urban 715-823-2354 flyby@frontiernet.net

☛ Looking to trade a 26 ft GMC motorhome for a Cherokee 180, 160, 140 or a Cessna 172. Something to train in and build hours. Do you know of anyone who

has a Falcon XP for sale or trade, flying or a project? I also have a nice 18 ft sailboat I could trade for a Falcon-XP. Ron 573-348-4654 rbel-ler@2ultra.com

☛ 1992 Challenger 2 503 Rotax engine, updated wings, new puddle jumper floats with retractable wheels. BRS chute, new windows, fiberglass nose cone, flapperons, strobe lights, ski hardware, extra balloon type tires with hydraulic brakes. and held Delcom radio, instruments, and much more. \$ 18,200 or best offer. Glenn Wagner 7 1 5 - 4 5 3 - 8 4 6 1 . Glennsnr71@klinktech.net

net

☛ Titan 1 with custom paint - 582 Rotax with 0 rebuild time on engine. Fully updated by Gordy Radtke. Jump seat option / BRS-5 chute. Full instrumentation with EIS. \$ 18,500 Tim Hannagan 920/734-8682 Appleton, WI

☛ KolbUltra-Star Folding wings. Stick and Rudder. 35 hp UL-202 engine with reduction, good paint, good fabric on wings and tail. Good condition overall. Seat tank. Includes trailer. Fly home or trailer. \$ 3,700 262/677-1357 evenings.



Next NCWLF Meeting April 20, 2001 Dean Turners

Saturday April 20. 1:30 meeting Brats & soda to follow. Feel free to bring along a favorite dish or dessert to pass. 51 North to Hwy 8 W. 3 miles, turn right, on CO. L North. 3 miles, turn left, on Point 'O Pines. 1 mile, turn right again following Point 'O Pines. Left, 1/2 mile, Tresness Lane. Turn left into runway. Weather not permitting, meeting at the house. For that follow the signs for "Three T's Resort" on Point 'O Pines, to Point Rd.E. Phone with questions 453-4197

Excellent hangar or storage units - 8 to 48 ft wide



Contact George Kramer
Deerbrook WI
715-627-7925 gmramer@msn.com



Rhineland Area Pilot Education Program

April 13, 2002

7:00PM– 9:45PM

Peterson Health Care Facility
900 Boyce Drive, Rhineland

Speakers for this special program are:

Ray Peterson

Airworthiness Safety Program Manager
Milwaukee FAA/Flight Standards District Office

Joe Norris

Experimental Aircraft Association

John M. Dorcey

Aviation Consultant
Bureau of Aeronautics, Wisconsin DOT

7:00 - 7:45

Sport Pilot Review

The Federal Aviation Administration has published the Sport Pilot NPRM. Joe Norris from the EAA will discuss the main points of the proposal and detail the anticipated impacts on general aviation.

7:45 - 8:30

Are you sure you know where you are?

John will provide a detailed look into a mid-air collision that should never have happened. Learn why it did and what you can do to prevent from being involved in a similar accident.

8:30 - 9:00

Break

9:00 - 9:45

Recent accident analysis ... the rest of the story.

Ray Peterson will provide his analysis of recent accidents, their causes and prevention methods.

Co-sponsored by:

Federal Aviation Administration / Milwaukee FSDO

Wisconsin DOT / Aeronautics

Experimental Aircraft Association