



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476



Editors Notes

by Bill Markstrum

While the last few days have given us a hint of Spring, for the most part, flying activities have been non-existent. If the weather stays nice over the weekend, we should see some ultra light flying hereabouts. For those individuals in our chapter who are both ultralighters and snowmobilers, (Steve Krueger, Dan Marlena and others,) they have Rotaxes for the snowy cold trails, and Rotaxes for the clear and warm skies. Men for all seasons, as they say.

Earlier today I pondered over what I would write this month, since our only chapter (non-flying) activity was the great after-Christmas party in Syd Cohen's hangar. Then the doorbell rang and it was Syd Cohen himself, hand delivering his Chapter 640 newsletter. I explained that I was just composing my comments for our missive. He said to use anything I wished from his newsletter, and there are several newsworthy items I will pass along to you. I think it's perfectly legal since I was once the Chapter 640 Editor. As always, our party at Syd's hangar was a real kick. Pat Kenny did make it down

from Eagle River and was given a great round of applause when Debbie wheeled him into the hangar. It's just a matter of time before he's on his own "wheels" again. Hang in there, Pat, we're proud of you! President Krueger conducted a short meeting, then handed out awards to

A hundred years from now it will not matter what my bank account was, the sort of house I lived in, or the kind of car I drove... but the world may be different because I was important in the life of a child.

the "working" members of the chapter and after a great meal, we launched into that crazy dice game. Syd's hangar rocked with shouting and laughter and we all walked away with some useful gifts. Thank you Steve and Karen Krueger for all the work you do in organizing the food, games and prizes for this fun event. I think we should add a Social Director award to next year's handouts. Our flying and safety we take seriously but we sure know how to have fun too. For those of us interested in becoming Sport Pilots, this months EAA magazine, "Sport Pilot", has a great article on transitioning from a UL category pilot or getting airborne again after

losing your medical. If you don't receive that particular publication, one of us will loan you a copy for your information. I call your attention to the notice elsewhere in this newsletter regarding the Sport Pilot ground school course being offered at the Wausau Downtown Airport starting February 28th. I plan to attend after I get the medical examiner to expunge the reason I lost my third class medical in the first place. See you there.

As you know, Syd Cohen has always been a good friend and supporter of our chapter over the years. He doesn't do much for chapter 640. He is only the secretary/treasurer/newsletter editor/Young Eagles coordinator/librarian. 640 is an active, local chapter with reasonable dues of \$8.00 per year. If you're interested in becoming a member, call Syd at (715) 842-7814. In his February newsletter, Syd stated that the Young Eagles latest count is 1,115,159 flown. He also included the following apropos quotation: A hundred years from now it will not matter what my

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Vol 10, Issue 2
February 2005

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Greatest Lies in Aviation

#27 It just came out of annual - how could anything be wrong?

04/05 NCWLF OFFICERS

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NCWLF Treasurer Report January 2005

Balance Fwd—corrected	\$ 459.85		
Checking Deposits		Disbursements	
2005 Calendars	75.00	Xmas Party Chicken	45.42
Dues	12.00	Postage	39.59
Donations	92.00	Xmas Party Supplies	141.61
Total Deposits	<u>\$ 179.00</u>	Total Disbursements	<u>\$ 226.62</u>
		Checking Balance	<u>\$ 382.65</u>
		Savings Balance	<u>\$ 504.22</u>

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

- | | | | |
|-------------------------------------|---|--|--|
| <input type="checkbox"/> \$ 12 May | <input type="checkbox"/> \$ 9 August | <input type="checkbox"/> \$ 6 November | <input type="checkbox"/> \$ 3 February |
| <input type="checkbox"/> \$ 11 June | <input type="checkbox"/> \$ 8 September | <input type="checkbox"/> \$ 5 December | <input type="checkbox"/> \$ 2 March |
| <input type="checkbox"/> \$ 10 July | <input type="checkbox"/> \$ 7 October | <input type="checkbox"/> \$ 4 January | <input type="checkbox"/> \$ 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:

Thomas L. 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... by Bill Markstrum

(Continued from page 1)

bank account was, the sort of house I lived in, or the kind of car I drove... but the world may be different because I was important in the life of a child.

Another thing I thought you would enjoy from the 640 letter was this observation from a fifth grader. Out of the mouth of babes! You young people considering a career in aviation should take this to heart.

I WANT TO BE A PILOT

I want to be a pilot when I grow up because it's fun and easy to do. Pilots don't need

much school. They just have to learn numbers so they can read instruments. I guess they should be able to read maps so they can find their way when they get lost. Pilots should be brave so they won't get scared if it's foggy and they can't see or if a wing or motor falls off. They should stay calm so they will know what to do. Pilots have to have good eyes so they can see through clouds and they can't be afraid of lightning or thunder because they are closer to them than we are. The salary pilots make is another thing I

like. They make more money than they can spend. This is because most people think airplane flying is dangerous except pilots don't because they know how easy it is. There isn't much I don't like, except girls like pilots and all the stewardesses want to marry them so they always have to chase them away so they won't bother them. I hope I don't get airsick, because if I do I couldn't be a pilot and would have to go to work.

A Safety Kit

As we progress into better flying machines, Sport Pilot, LSA, and members are buzzing about their new projects in progress. Our planes will fly faster, contain more complex operational features, and go places we never ventured before. Some of us will still be flying "Low and Slow", and will not go "Where Jet Jockeys Go". Even if we are still flying our tube and fabric planes, we owe it to our loved ones and ourselves to be prepared in the case of the "Oh No" situations. As Frank Beagle has preached at our safety seminars "You HAFTA AFTA", Always Fly The Plane! After you have done the best you can and used all that our competent instructors have taught, you are on your own from that instant on. It may be in a tree, in a field (hopefully) or

in as Don Zank says "The Big Woods". You may be alone or have a passenger; you may have some injuries to deal with, or at the very least, be out in the woods with no help. It may be in the evening when you were bee-lining it home before dark. Or, you may just be trying to beat the thirst that that little motor has whittled on your fuel supply.

I fly in the North Woods, the "Big Woods", and have a lot of lakes to deal with too. If you are flying an amphibious craft, have the necessary equipment that will help you in case there is a mishap. I have those thoughts, since I have been flying way back in the early '80's piloting my Quicksilver weight shift. Never got too far from the airport that I couldn't glide back though. I thought,"

what if I go down in the woods and no one saw me". I prepared a small parcel that I have carried in my various planes through out the years, and just installed in my new craft. It is a "Survival Kit"! I don't spend a great deal of money on it, and I keep updating it as new things come out, eliminating others that are not as useful. I have the essentials that make a search and rescue much easier for the CAP, fire department, or first responders. They have an important job, and that is to save lives. You can make it much easier on them and your loved ones by including one of these in your plane, or any other recreational vehicle you operate.

Stranded by your aircraft can be a very serious situation when you are injured and darkness is about to fall.

Next NCWLF Meeting February 19

Our Next Meeting is at the Antigo Airport Saturday, February 19th at 1:30. Maybe we can make this a Ski fly in if the snow comes back. Thank you Jerry Smith for handling the arrangements.

Sport Pilot is Here!

Wausau Flying Service would like to help you make the transition to sport pilot easy and cheap!

Sport Pilot Ground School

Additional optional classes cover Recreational and Private

Monday and Thursday nights from 6:15 pm - 9:30 pm. First class is Monday, February 28th. The Wausau Downtown Airport. The cost for the class is \$200.00 if paid before the 21st of February. After that the class will cost \$225.00. This price includes all books and materials!

Special Features

- Fulfills all ground requirements for sport pilot
- PowerPoint presentation format
- Guest speakers
- Sport aircraft tours

Sport Pilot is Here cont...

- Introductory flights available

This class will satisfy all knowledge required under FAR 61.309 Sport Pilot. An endorsement to take the FAA written test will be issued upon completion of the class and an 80% passing grade on the final exam.

Contact Jeff Meachen @ Wausau Flying Service 848-6000 flymeachgyahoo.com

FAQ's

What tests do I need to take in order to become a sport pilot?

There will be a knowledge (written exam) and a flight proficiency test (check ride) required FAR 61.307.

What do I need to take the written test?

An endorsement from an authorized flight instructor (sport or otherwise). FAR 61.309.

What flight time must I log to be eligible for the practical flight test?

20 hours of total flight time, including at least 15 hours of flight training from an authorized instructor in a single-engine airplane and at least 5 hours of solo flight training in the areas of operation listed in FAR 61.3 11.

A Safety Kit cont...

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early '80's piloting my Quicksilver weight shift. Never got too far from the airport that I couldn't glide back though. I thought, "what if I go down in the woods and no one saw me". I prepared a small parcel that I have carried in my various planes through out the years, and just installed in my new craft. It is a "Survival Kit"! I don't spend a great deal of money on it, and I keep updating it as new things come out, eliminating others that are not as useful. I have the essentials that make a search and rescue much easier for the CAP, fire department, or first responders. They have an important job, and that is to save lives. You can make it much easier on them and your loved ones by including one of these in your plane, or any other recreational vehicle you operate. Stranded by your aircraft can be a very serious situation when you are injured and darkness is about to fall. Any injury can seem more than it is or it is more than you think when you are going to spend the night in the woods. Unless you can walk out your best bet is to stay by the aircraft till morning. Here is a list of the items to help the situation.

- Small First Aid Kit
- Cyalume Sticks
- Space Blankets
- 6' of Nylon Rope (for making a splint or a tourniquet)
- Cigarette Lighter or Waterproof Matches
- Small Flashlight

- Signal Mirror
- Small Folding Knife
- Small Bunch of Folded Paper Towel
- Bottle of Water
- Roll of Duct Tape
- Small Emergency Strobe Light
- Handwarmers in the Packet
- Combo Knife Screwdriver Set like a Leatherman Tool
- MRE'S (optional) surplus store has them
- Cell Phone

Most all the above items are small and can be stowed in a zip-lock bag, doubled up, and put in a small canvas bag or small plastic container. Even a belly bag around your waist is good. This item can then be fastened to a tube or inside your craft out of the way but within arms reach. Make it accessible. We all spend money on this part or that "hot new gadget" for our craft. The cost of the "Survival Kit" could be under \$25 if you shop right. Remember size is important too. I have seen most all the above-mentioned items at Wal-Mart, in their camping section. You be the judge at how much you can or want to carry, but you must check and update these items periodically. If you don't carry a cell phone, go to the nearest cell business and ask for an old one with a good battery. As long as you keep the battery charged you can always use it for a 911 emergency call, free of charge (assuming towers are

(Continued on page 5)

A Safety Kit cont...

accessible). The small strobe can be obtained from a number of vendors and operates on a "D" cell battery. Many of things mentioned in this article can be ordered from CheaperThanDirt.com.

The "Survival Kit" will give your spouse and loved ones some feeling of security that you will survive a night in the woods and will be found if you go down in "The Big Woods".

Last but not least, tell someone that you are going flying. It is always best to write it down at your hanger what direction you are headed, how much fuel you have on board, when you plan to be back, and what radio frequency you will monitor. If you can, get a wing out in the open so a search team can see it from the air. Remember you do have a source of fluid to start a fire if a night stay is in

store for you.

We have not had this situation happen in our club yet, and I hope that it never does. Being prepared is the key here and survival is the best attitude to take if you encounter this emergency. Keep em' flying, and think about this article when you are building or updating your craft this winter.

Safety Director
Pat Kenny



NCWLF 2005 Calendar of Events



February 19, 2005 Chapter 75 Meeting

Antigo, WI Antigo Airport 1:30

March 5, 2005 UL Safety Seminar

WI Rapids Mead Inn

March 19, 2005 Chapter 75 Meeting

Location to be determined

April 12 -18, 2005 Sun N Fun

Lakeland Florida

April 16, 2005 Chapter 75 Meeting

Location to be determined

May 21, 2005 Chapter 75 Meeting

Spencer, WI John Verfuert's

June 18, 2005 Ultralight Day

Oshkosh, WI Pioneer Airport

June 18, 2005 Chapter 75 Meeting

Location to be determined

July 16, 2005 Chapter 75 Meeting

Location to be determined

July 25-31, 2005 AirVenture

Oshkosh, WI Wittman Field

August 19 - 21, 2005 WI State UL Fly In

Wautoma, WI Lake of the Woods

August 20, 2005 Chapter 75 Meeting

Wautoma, WI State UL Fly In

September 2-5, 2005 UL and PPC Fly-In

Phillips, WI Price County Airport. Mogas Available. Jim Heizler 715-339-4007

(Continued on page 6)

Sport Pilot is Here cont...

Do I have to do all my flight training in a sport-qualified aircraft?

No. You may train in an aircraft that is not sport qualified, but you may not solo any aircraft that is not sport pilot qualified

Do I need a medical to receive a sport pilot license?

No. As long as you have not been denied a medical, a valid drivers license is all you need. Ask for more details about this answer.

Will my ultralight flight time count toward my sport pilot license?

Yes. Certain time flown as a registered ultralight pilot, with an FAA recognized ultralight organization, will count. Refer to FAR 61.329 for more details.

If I take this ground school with Wausau Flying Service, do I have to finish the sport pilot's license with Wausau Flying Service?

No. We are providing this ground school to provide the ground portion of the sport pilot requirements. We are working on arrangements for an aircraft qualified to provide sport pilot training.

What topics will be covered in the ground

Sport Pilot is Here cont...

school?

Areas that will be covered include regulations, accident reporting, use of FAR/AIM, weather, collision avoidance, performance issues, weight and balance, aerodynamics, power plants, aircraft systems, stall spin awareness, and aeronautical decision making.

Calendar of Events cont...

(Continued from page 5)

September 17, 2005 Chapter 75 Meeting

Location to be determined

October 15, 2005 Chapter 75 Meeting

Location to be determined

November 12, 2005 Chapter 75 Meeting

Location to be determined

December 10, 2005 Chapter 75 Meeting

Location to be determined

Check these websites for other events

www.dot.state.wi.us/dtid/boa

Calendar of Events is updated monthly.

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

Buy | Trade | Sell

✎ Kolb Twinstar with 532 Rotax. Wings recovered 2 years ago. Bright yellow color. Always hangared and well maintained. Fly as single ultralight or sport aircraft two place. \$12,000 obo. John 715-843-5580

✎ New Rotax 582 engine, 0-time on engine (not blue head) dual carbs, CDI oil injection, electric start, 3.1 c-box exhaust, GSC 3 blade wood prop w/ spinner. Throttle and choke cables. Engine mounting plate and Kitfox model 111 engine mount. K&N chrome air filter. Oil inj. bottle. \$6,000 obo. John 715-843-5580

✎ Subaru engine, 1800cc, 75HP, Carburetor, exhaust, electronic ign. Was on aircraft and

running excellent. Al so on engine, is a new reduction drive, ordered from Rotary Airforce, made for the 1800cc engine. Set up with a Warp Drive Prop. Prop has some nicks in it. Asking \$3,500.00. Pat Kenny, 715-479-5036

✎ 2002 Quicksilver Sport 2S, 582 Blue Head, C-Box, 3 Blade Powerfin Prop, Nose Bubble, Wing tip strobes, Tail Brace kit, EGT, Water Temp, Tach, and Hobbs Meter. 225 Total Time always hangared, and flown regularly. \$13,500.00 Lyle Banser 715-536-2401

✎ Quicksilver GT400 25 hrs on new Rotax 503 with "B" box. New muffler and carbs. Warp Drive Ground Adjustable Composite Prop. Electric Flaps,

Strobes, Hagar Hydraulic Brakes, 750 BRS Chute with 3.5 yrs before repack, Dual EGT, CHT, Tach, Air Speed, Hobbs, Fuel Gauge, Oil Light, Altimeter. External antenna, set up for GPS and ICOM radio. Mark Smith positive steering front gear, GT500 Large Pod, Doors for winter flying. Recently overhauled with new cables, push pull tube, fuel lines, wiring, and other parts. Always stored inside, 100% airworthy. Hangared in St. Paul MN. Make reasonable offer. Tom Ashenmacher Hudson, WI 651-768-2643 tgashenmacher@mmm.com

✎ Looking for a reasonable 85 or 90 hp continental engine with

all accessories. Harv Kinderman 715 358-9 9 5 1 kayharv@newnorth.net

✎ 503 Rotax Provision 8 dual carbs , single CDI , new oil injection and recoil, needle bearings, approx. 6 hrs on engine, has throttle and oil pump cables on it, new Y exhaust pipe. \$1,000 obo Pat Kenny 715 479-5036

✎ Acro Sport biplane, needs engine and some instruments. Hangared at the Wausau Airport. \$8,500 Bill 842-7573.

✎ StarLite Tail Dragger Selling due to 2 place upgrade Single seat rocket N112SL 120mph cruise 45mph stall Built 1986 featured in Sport Aviation Mag of that

(Continued on page 7)

Buy | Trade | Sell cont...

(Continued from page 6)

- year. Rotax 447 dual carb, appx. 30 hours, aux.power outlet, electric fuel pump, inline pulse pump Condition inspection complete 9/9/03 \$8500 Firm Call or E-Mail for more info and pics.Steve Magdic 262-820-9938 steve.magdic@1psg.com
- ✎ Looking for a long ratio C or E box for Rotax 503 DCDI 2.88 or 3:1 Richard Penney 715 235 -2190
 - ✎ Wanted: Used handheld or base aircraft radio.
- What I would really like is the older handheld STS radio, but it wouldn't have to be. Jeremy Viegut 715-613-6548 after 3:30 pm sir_jeremy@yahoo.com
- ✎ Challenger completed in 1997, Single Seat, 230 hrs AF&E, 503 Rotax with Carbon Fibre Warp-Drive Prop, Nickel-edge Dual CID Ignition, Icom A2Z Nav/com, Strobes, Garmin Handheld GPS Mounted, Cabin Heat off Exhaust, Plexiglas Doors, Skis, Extra prop and other stuff. Asking \$14,000.00 Ed Johnson 715-287-3263.
 - ✎ 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
 - ✎ 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. Does anyone have 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 573-3 4 8 - 4 6 5 4 rbeller@midmo.com
 - ✎ 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 92 0/734-8682 Appleton, WI



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SALE**

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and asks you to please support these sponsors**

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12th Annual Sponsored By:

Ultralight and Light Aviation Safety Seminar Wisconsin Ultralight and Light Aviation Advisory Counsel
and
Wisconsin DOT / Bureau of Aeronautics

Saturday March 5th 2005 at the Mead Inn / Wisconsin Rapids WI. Hotel phone Number: (800) 843-6323
Guest Speakers * Door Prizes * Big Ticket Raffle Items

For More Information Contact:

Bart Gaffney (262) 567-4486
Dan Marlenga (715) 359-7377
Jim Beckman (608) 362-9118
John Glynn (608) 372-3396

Steve Krueger (715) 536-8828
Harold Benisch (608) 279-6829
Jack LaSee (715) 223-4540



Wisconsin Bureau of Aeronautics
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Madison, WI 53707-7914

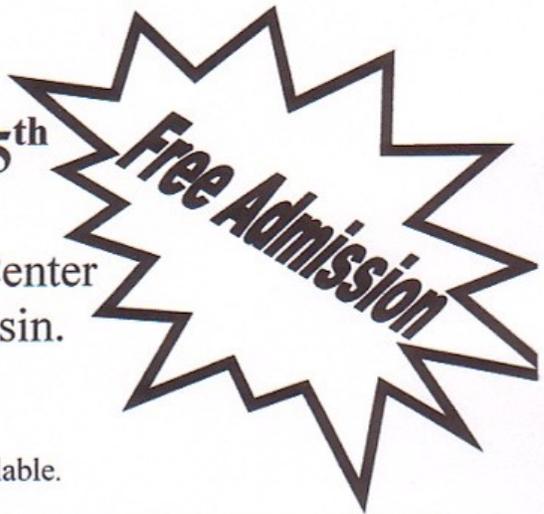
12th Annual Ultralight and Light Aviation Safety Seminar 2005



Saturday, March 5th

9:00 a.m. – 4:00 p.m.

Hotel Mead & Conference Center
Wisconsin Rapids, Wisconsin.



Registration at 8:00 a.m.

Morning Refreshments and Lunch Available.

Morning Sessions include:

- FAA
TASC – Homeland Security – TFR's and YOU the pilot:
MKE FSDO * Ray Peterson:
- Situational Awareness & Handling Emergencies
Dennis Demeter - Aviation Consultant
- Fox Valley Tech College Aviation Dept
The Nuts and Bolts of Airframe Maintenance:
Daryl Lenz - FAA Safety Counselor.

(Luncheon Break – Buffet line available on site)

Afternoon Sessions Include:

- EAA
Sport Pilot – It's Coming, Will You Be Ready?
Ron Wagner – Timm Bogenhagen.
- L.E.A.F.
Rotax Engines and Bing Carbs
Brian Moyerhoffer - LEAF.
- WI DOT BoA
WINGS Program Info
Jeffery Taylor

*Door Prize Drawings at all breaks and
our Big Ticket Raffle at the close of our Seminar.*

Big Ticket Raffle Items :

(2) Sets of 2 Week Long Passes to
AirVenture 2005 - Courtesy of EAA

Comtronics Headset - Courtesy of
Comtronics

Windsocks – Courtesy of Bruce Hawk

Ultralight Winter Skis – Courtesy of Don
Zank/Zanklites

MX Saddle Bags – Courtesy of Sue Brown

Pennzoil Motor Oil – Courtesy of Pennzoil

Amsoil – Courtesy of Amsoil

I-COM Radio – Courtesy of I-COM

GPS - TBA

Quicksilver 20% Discount – Courtesy of
Quicksilver

Warp Drive propeller – Courtesy of
Warpdrive

EIS System – Courtesy of Grand Rapids
Technology

Seminar Lodging

- | | | |
|----------------------------|-----------------------------------|----------------|
| • Hotel Mead | 451 E. Grand Avenue | (800) 843-6323 |
| • Quality Inn | 3120 8 th Street South | (715) 423-5506 |
| • Super 8 Motel | 3410 8 th Street South | (800) 800-8000 |
| • AmericInn Motel & Suites | 3010 8 th Street South | (800) 634-3444 |

WE'RE ON THE WEB
<http://www.pcprios.net/~tvoss>

PO Box 12
Schofield, WI 54476

EAA UL Chapter 75
North Central
Wisconsin Lite Flyers

