



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

Editors Notes

by Bill Markstrum

Any writer will tell you that inspiration is the key to success. As I sit down to write this month's copy, my situation and location are quite inspirational, indeed. I'm sitting at the sun-lit workbench of Syd Cohen's hangar.

Overlaying the good music on the radio I hear the sizzle and pop of Rich vonLoh's welding torch as he replaces missing tubing on the Waco glider project. Syd called me last night to see if I would be available to babysit his hangar today while Rich welded new tubing onto the glider to replace missing pieces. Actually, I'm the safety man in case of fire. It's a pleasure watching Rich work, he is truly a craftsman. Later this evening the usual Thursday evening work gang will make Syd's hangar look and sound like an aircraft factory. Last week I counted eighteen worker-bees attending to the big Waco Queen. There are plenty of jobs to go around, scraping and sanding tubing, rebuilding the wooden floor and fabricating parts and tubing. Come join us, you'll

have a blast recreating history. It will be something we can all be proud of.

I'm trying to arrange, through military friends, for Syd to visit the museum at Ft. Campbell, Tennessee, on his way home from Sun and

The Glider Riders

Oh, once I was happy, but now I'm Airborne
Riding in gliders all tattered and torn,
The pilots are daring, all caution they scorn,
And the pay is exactly the same.

We glide through the air in our flying caboose,
It's actions are graceful just like a fat goose,
We hike on the pavement till our joints come loose,
And the Day is exactly the same.

Once I was infantry, now I'm a dope,
Riding in gliders attached to a rope,
Safety in landing is only a hope,
And the pay is exactly the same.

Found among the items Syd has collected. Sung to the tune of The Daring Young Man on the Flying Trapeze.

Fun. On my previous visits to that Fort, I often visited the museum and their Waco glider. Maybe Syd can find some leftover parts from their project. As it is, he has done an amazing job gathering important bits and pieces. While I worked with him, he got a call from Wicks Aircraft, offering to supply, at reduced cost, some needed aircraft plywood, their contribution to the project. In addition to these parts, he has also gathered films and books

regarding the building and use of gliders in combat. As dangerous as it was to fly into combat in the gliders, I was amazed to find out, unlike paratroopers, the glider troops did not get the \$50 a month bonus for hazardous duty until the Normandy invasion. Syd and Lois Cohen are leaving for Hawaii on March 13th for a well deserved vacation. We wish them Aloha and a super educational time in that beautiful state. I send them out with this quotation from St. Augustine:

"The world is a book, and those who do not travel, read only a page".

Syd has put me in charge of the Tuesday evening movie, so it will be pleasant business as usual, movie, popcorn and hot cider. Come and enjoy.

Before we escape the security fence of the Wausau Airport, let me call your attention to the annual Wausau Balloon Rally which starts on July 7th. With all of the people

(Continued on page 3)

Vol 11, Issue 3
March 2006

Inside this issue

Editors Notes	1
Treasurer Report	2
Officers	2
Membership Form	2
Next Meeting	3
Transition to Sport	3
February Minutes	4
Sport Pilot Certificate	4
Calendar of Events	5
Buy Trade Sell	6
Mankato to St Louis	7

Greatest Lies in Aviation

#14 I'm 22, got 6000 hours, a four year degree and 3000 hours in a Lear.

OFFICERS 5/06 NCWLF

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NCWLF Treasurer Report Dec 2005 - Jan 2006

Balance Fwd	\$ 1,400.07		
Checking Deposits		<i>EAA Chapter Dues and Ins</i>	194.00
Dues	67.00	<i>Christmas Party Chicken</i>	83.85
Donations	55.00	<i>VCR Tapes</i>	8.00
Calendars	506.00	<i>Christmas Party Supplies</i>	14.07
Raffle Tickets	340.00	<i>Gift Certificate</i>	25.00
Total Deposits	\$ 968.00	<i>Raffle Expenses</i>	37.18
Disbursements		<i>Christmas Party Supplies</i>	125.62
Postage	18.33	Total Disbursements	\$ 1,418.28
Newsletter Supplies	30.40	Checking Balance	\$ 1,072.40
Chapter 243 Tables	183.41	Savings Balance	\$ 506.36
2006 Calendars	698.92		

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:

*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)

converging on the airport for this beautiful event, Manager John Chmiel thought it would be good to combine the event with an Airport Appreciation Day. He is working with Syd Cohen to put this thing together and it will take many of our helping hands to make it successful, so mark your calendars in advance. John also tells me that Wausau is a planned stop for a pre-Oshkosh mini air tour with lots of beautiful vintage aircraft. Stand by for details and timing.

I was privileged to read an email from Brian Krueger and encouraged his father, Steve, to include it in the pages of this newsletter. We

may have to start a separate monthly column entitled, "The Adventures of Brian, the Flying Boy Wonder". We're as proud of you as your parents, Brian. Keep up the good work!

Of course, most of us are looking forward to this Saturday when we will gather at the Mead Inn in Wisconsin Rapids for the annual Ultralight Safety Seminar. The list of speakers and presentations are impressive and then, of course, there's always the excitement of the door prize and raffle ticket drawings. I hope we see you there and that you win that GPS or radio you've always wanted. Steve Krueger reported that Gene Carlson is now the

proud owner of a Flight Star II SC. We're looking forward to seeing your proud acquisition at the next fly-in, Gene.

Ron Detert and I have promised ourselves that we are going to visit some of the projects now under way in our chapter. We plan to check on John "Hollywood" Kirstein's Kitfox project, Lyle Banser's Rans 67ES and Russ Post's Rans 6S. Sweep the shop floor guys, the "inspectors" are coming!

Here's hoping you have the winning tickets!
Bill Markstrum

Transition to Sport

On January 23rd the FAA said no to the petition to increase UL weight to 330 pounds. So, I checked-out the transition of "Fat Ultralights" to Light Sport Aircraft (LSA) and found this info that could be helpful to our members.

EAA Oshkosh has a staff to answer Sport Pilot (SP) questions and they are very helpful and have the latest info. 1-800-843-3612. They ask for your member ID #.

Since I built 51% of my airplane, I can register it as an Experimental Amateur-Built (EAB) or as an Experimental Light Sport Aircraft (ELSA) the 51% rule doesn't apply.

An ELSA and an EAB requires an "Annual Inspection for Safe Operation".

The owner of an ELSA can do it himself if he completes a 16 hour Repairman Course. EAA Oshkosh is holding a Course that starts on 3/10/06 (evening) and finishes on 3/12/06. Cost for EAA Members is about \$300. The FAA does not allow a Home-Study Course for this.

If the ELSA owner doesn't graduate from the 16 hour course, he has to hire a FAA Certified Mechanic to do his Annual. If he sells his ELSA, the new owner can take the 16 hour course and do the Annual himself. A 16

hour grad. can only work on his own aircraft.

An EAB is different. The 16 hour course doesn't apply to EAB. The 51% Builder can get a Repairman Certificate for his EAB (free), but it can't be transferred to the next owner. The second owner has to hire a FAA Certified Mechanic or persuade the original builder to do it (a liability issue). An EAB can't be changed to a ELSA.

You need to register your aircraft with the FAA and have it inspected by an FAA Inspector (free) or by a DAR (Designated Airworthiness Representative) (cost is

(Continued on page 4)

Next NCWLF Meeting March 18

Our next meeting is at 1:30 on Saturday March 18th at Jim Shnowskes workshop.

To get there driving, exit HWY I-39 at the Central Wisconsin Airport exit, take Hwy 153 East. About 3 miles past the airport you will cross County Hwy X, 1 mile past X turn right on Peplin road, go $\frac{3}{4}$ of a mile and turn left on 16th road. Go $\frac{1}{2}$ mile and look for the green and tan pole building on your right. (second residence on the right)

To get there flying: Call 693-4254 a day or two ahead if you plan to fly in to check the condition of the runway and for the proper procedure. This is inside of CWA airspace so you have to talk to the tower. Field length is 1800' obstructed off of both ends. 44-46-24 N Lat. 89-35-37 W Long. This airstrip

Next NCWLF Meeting March 18

is NOT shown on the sectional chart. Please bring a lawn chair. Hope to see you all there!

February Meeting Minutes

Hosted by J.J. Smith, the meeting was held at the Antigo Airport. The meeting was called to order by vice president Bob Payzer. Introductions followed.

The vote was unanimous to contribute \$100 dollars to the Ultralight Seminar held March 4th at the Hotel Mead Wisconsin Rapids.

J.J. Smith noted that a local crop duster at Antigo asked that pilots be especially watchful when coming and going this growing season as the crop dusters do not fly a typical traffic pattern. They fly a lot of straight

(Continued on page 5)

Transition to Sport cont...

(Continued from page 3)

variable). EAA Oshkosh offers a Conversion Kit to help you prepare your aircraft for this (\$12.99). On the day the FAA assigns an N-Number, you will need a Student-Sport-Pilot Certificate, or higher, to fly your plane. A short time later, you will receive a letter

from the State of Wisconsin requesting proof that you paid Wis. Sales Tax on your plane. If you didn't, then you'll be billed for that tax along with a penalty for the time that lapsed since your purchase.

The inspection of your plane has two phases: 1. Passing the Inspection. 2.

Completing 40 hours of local flight to prove airworthiness. If your log-book shows the most recent 40 hours of operation to be trouble-free, the Inspector might give you a waiver on phase 2. When this is complete, you're clear to fly.

JJ Smith

Sport Pilot Certificate

1. You need a FAA Form 8710-11, "Airman Certificate and/or Rating Application-Sport Pilot". A Sport Pilot Instructor (SPI) has these forms and can help you fill one out properly (some words are abbreviated and some aren't).

2. Next, make an appointment with a DPE (Designated Pilot Examiner) to get a Sport Pilot Certificate. You'll have to meet the DPE in person and provide your valid drivers license and your Form 8710-11.

3. Take your Sport Pilot Certificate to a SPI. Also take proof that you are a qualified UL Pilot. When the SPI signs this form, you are a "Student Sport Pilot" and can fly a single-seat or 2-seat LSA with no passenger. When you fly your LSA, you will be restricted to flying within a certain radius of your home base (radius is decided by the SPI). You can still fly a UL outside that radius. A Student SP Certificate must be renewed every 90 days.

4. A Sport Pilot (and a Student-Sport Pilot) needs a

log-book endorsement to operate a LSA Taildragger, LSA with Ski's or LSA with Floats. This is because a Sport Pilot needs a log-book endorsement for category/class/make and model. A Recreational Pilot (or higher), who exercises their privilege to fly LSA, only needs an endorsement for category and class which they usually already have. Since you don't need an endorsement for ski's as a Rec. Pilot, or higher, you won't need one to fly a LSA with ski's. An endorsement for Tailwheel and/or Floats is already needed and an additional one to fly a LSA with Tailwheel and/or Floats is not needed. If you don't have an endorsement for Tailwheel and/or Floats, you can get one from a SPI who is qualified to sign that endorsement.

5. Take the Knowledge Test (written) (\$90.00). When you go to take this, you'll need to show proper Identification and also have certification that you are prepared for the exam (signed by an authorized Flight or Ground Instructor).

An UL Pilot who is registered with a UL Organization prior to 9/1/04 can use a "Certified Copy of Ultralight Airman Registration Records" for certification. This document must be requested from the UL Organization (USUA members can get them for free). The Knowledge Test has 40 questions and a passing score is 70%. You have 2 hours to complete it. You have to learn a lot for this. Prepare well because even when you pass, you'll have to be re-instructed on any answers you got wrong and will need a log-book endorsement from an instructor to verify it. You need that endorsement to take your Practical Test (flight). Steve Krueger is preparing a S/P Ground School Course. EAA 1-800-843-3612 offers a Home-Study Course with CD ROM \$139.00 for members. ASA 1-800-272-2359 offers the basic study materials you need, if you're good with books: a S/P Knowledge Prep Guidebook with questions and answers that

(Continued on page 5)

Sport Pilot Certificate

(Continued from page 4)

will be on the test part# TP-SPORT-06, Plotter (ASA-CP-1) and Paper Flight Computer (slide rule) (ASA-E6B-P) for a total of \$38.00.

6. Take the Practical Test (flight). EAA says there are no FAA employees for this, only FAA Designated Pilot Examiners (DPE). A fee is charged. You might want to make arrangements with a S/P Instructor to prepare for this test. Steve Krueger recommends this book and 2 others: ASA Sport Pilot Practical Test Standards" (ASA-8081-29) (\$4.95). Usually this test is done in a 2-seat LSA but if the DPE agrees you can take it in a single-seat LSA with the DPE on the ground, in radio contact with you. If

you want to do this, ask the DPE ahead of time. But, then you will be a S/P "Restricted to Single-Seat LSA". Prepare your documents: If you have a "Certified Copy of Ultralight Airman Registration Records" (see para. 5), you present it to the DPE as authorization to take this test. This authorization is only good until 1/31/07. After that you have to meet the current Flight Training requirements for S/P (see USUA website). You need your "Airman Test Report", given to you by the Testing Center after your Knowledge Test, and your Log-Book.

7. A Sport Pilot is required to have a Biennial Flight Review. The flight portion must be done in a 2-seat LSA because the instructor

has to be in the aircraft. If the instructor agrees to be Pilot-In-Command for that flight, a Sport Pilot who is "Restricted to Single-Seat LSA" can complete the review. In January 2010 you'll see changes in LSA's used for training. Then only a Factory-Built LSA can be used for Flight Training, Tow, Compensation or Hire.

8. A Recreational Pilot (or higher) who lets their medical expire and is exercising S/P privileges, can take the flight portion of the Biennial Flight Review in a certified aircraft that they are rated for (ie. a Cessna 172) if the CFI agrees to be Pilot-In-Command for that flight.

JJ - Antigo

February Meeting Minutes cont...

(Continued from page 4)

in landings and operate at lower altitudes than is standard.

Jim Cote told us Steve Krueger is going to hold a Sport pilot ground school starting March 21 going for four weeks. For info contact Steve.

Also the EAA is holding some E-LSA repairman courses in Oshkosh. These are 16 hour courses that start on Friday evening and finish up on Sunday about 3:00 PM. Dates for the courses are March 10-12, July 8-10, and Aug. 26-28. The cost is \$295 for EAA members. By attending this course you will be able to do all the maintenance and inspections on your E-LSA. More info can be found at WWW.Sportair.com.

We had a very good discussion concerning the differences between a repairman certificate for

(Continued on page 6)

NCWLF Calendar of Events

March 18, 2006 Chapter 75 Meeting

Mosinee, Wi Jim Shnowske workshop

April 15, 2006 Chapter 75 Meeting

Location To Be Determined

May 20, 2006 Chapter 75 Meeting

Spencer, Wi John Verfuert's

June 17, 2006 Chapter 75 Meeting

Oshkosh, Wi Ultralight Day Pioneer Airport

June 17-18 2006 Ultralight Day

Oshkosh, Wi Pioneer Airport

July 15, 2006 Jim Jakel Barnstormer Fly In

Abbotsford, Wi

July 24-30, 2006 AirVenture

Oshkosh, Wi

August 13, 2006 Musky Day Fly In

Boulder Jct., Wi

August 19, 2006 Chapter 75 Meeting

Location To Be Determined

Calendar of Events is updated monthly.

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

February Meeting Minutes cont...

(Continued from page 5)

an E-LSA, and a repairman certificate for an Experimental- Amateur Built aircraft. The privileges and limitations of each, and the pros and cons of N numbering your airplane in one category or the other are significant. So if you are going to be N numbering your airplane, know the differences before you register!

The next meeting will be on March 18th at JAKS airfield (Jim Shnowskes) 1:30 PM Please bring a lawn chair. See directions elsewhere in the newsletter.

Motion to adjourn by Mike Tode, Second by J.J. Smith.

Doughnuts and cookies were consumed.

Jim Shnowske

Buy Trade Sell

- ✈ Quicksilver MXL. Rotax 447. Always hangared. \$4,900. Sun Prairie. Dave Neuenschwander. 608 825-1491. 608 695-1491.
- ✈ Rans S-18 Amphibian. 15 hours. Pneumatic retract system, fiberglass floats, 2 seat tandem. \$15,000.00 without engine. \$30000.00 with a 912S engine. Wautoma. Martin Goochmac2@aol.com
- ✈ 2003 Quicksilver GT400, 19 hrs. Built in 2004. Fogged when put away. 503 DCDI, Oil Injection, 12 gal tank, Dual CHT gauge, Dual EGT, Fuel Gauge, Altimeter, Airspeed, Tach, BRS750 new May 2005, All material clear-coated. 3 Strobes, Brakes, Electric Start, Externally mounted radio antenna, Swivel tail wheel, Includes new GT500 windshield still in box. \$20,500 Bill & Jan Boeck 262-886-9828, 262-497-3953
- ✈ 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
- ✈ 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 new cables, push pull tube, fuel lines, wiring, 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 715 358-9951 kayharv@newnorth.net
- ✈ Acro Sport biplane, needs engine and some instruments. Hangared at the Wausau Airport. \$8,500 Bill 842-7573.
- ✈ Looking for a long ratio C or E box for Rotax 503 DCDI 2.88 or 3:1 Richard Penney 715 235-2190
- ✈ 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 573-348-4654 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

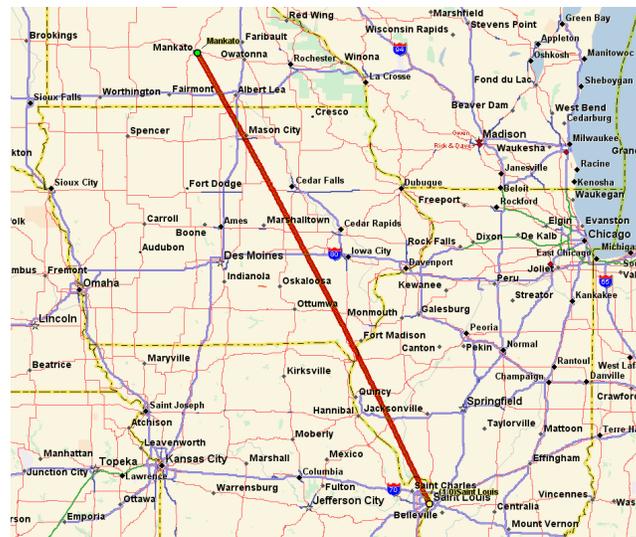
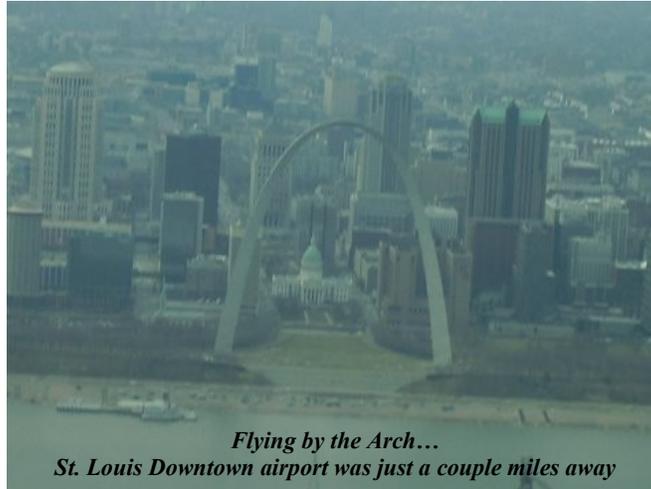
Mankato to St Louis in 1 day

Hey everybody, this weekend was truly amazing. I keep having more and more amazing flights. Hope this keeps happening for the rest of my life.

I needed to do a solo 300 nautical mile cross country for my commercial rating, so I looked for places to go and thought I would go a bit farther and find somewhere interesting and warm. I picked St. Louis, around 460 miles away. I departed Mankato Saturday morning around 10 am, headed GPS direct to St. Louis Downtown airport. With a 30kt tailwind at 7,500ft msl it took only about 3.5 hours and one tank of gas! That's about 150mph over the ground.

Arriving in St. Louis was pretty exciting. It is a huge class B airspace because St. Louis International airport and the Downtown Airport are close to each other. Air Traffic Controllers helped me out with a VFR flight following and the next thing I knew I was flying right by the St. Louis Arch! It was hard to stay focused on flying the plane with all the sights around and the really busy airspace, but I managed.

After landing at St. Louis Downtown Airport I checked out the courtesy car and headed for downtown. It's mind-boggling to leave a wintry cold environment in Minnesota and in a few short hours come to St. Louis where the grass was getting green and it was warm! And to think that once upon a



time Charles Lindbergh was in the same airspace. How cool is that.

After finding a parking spot I went to check out the Arch. I couldn't believe how big it was - 630ft, you can even go up in it! Underneath there's a couple museums, shops and the elevator to get to the top. It truly is one magnificent engineering design and to think it was made back in the 40's. I could have spent all day there.

After soaking up the warm weather, the Arch, and the beautiful Mississippi River, I headed back to the airport.

I left around 4pm and had a pretty mean headwind coming back. This time I was only going 92mph instead of 150. To stay out of the stronger winds aloft I stayed low at 1000 ft above ground. An hour later I watched the sunset on another cloudless day. Following my fuel stop in Cedar Rapids I had another hour and a half or so to Mankato. Back in Mankato I stepped out of the plane and experienced cold winter temp and that thing called snow once again.

All in all it was an amazing day; 8.5 hours of sitting in N6111Q, cloudless sky's and great views for the entire flight. I just can't get enough of this flying thing! It's amazing where you can go in a weekend with a Cessna 152!

Blue Sky's Always,
Brian Krueger

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