



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

Editors Notes

by Bill Markstrum

It's early morning here at the Wausau Downtown Airport and the view from my desk is of green grass and blue skies. The only remnants of snow are on the ski trails on the north side of Rib Mountain. With the twists and turns of the seventy-two trails, the remaining snow looks almost like Greek lettering. It's been some years since Greece was on my work beat but if I read

the mountain message correctly, I think it says, "Watch out for the trees!" Well, it seems skiers and fliers do have something in common,----"Watch out for the trees!" Since this is deadline date for the publishers, Tom and Mark, I got up early to put Bill's Qwill to paper. My breakfast of beef and bean burrito properly honored the day, "Cinco de Mayo", the fifth of May, a springtime holiday in Spanish speaking countries. And indeed, it is a turning point for all of us, the house-bound days of a long winter seem to be coming to an end.

Another rite of spring will be the next chapter meeting. As usual, I will miss that special fly-in because I will be running the poppy sales team for my VFW Post. Be sure and pick up a poppy wherever you live and leave a generous donation. We

high-mileage veterans need all the help we can get! Speaking of poppies I am reminded of a recent happening. Whenever one of the veterans of our VFW Post dies, I often give a gravesite recitation of the beautiful WW-I poem,

On septic mound the poppies blow,
between the vent pipes, row on row,
and in the house, the toilets flush,
to keep the poppies green and lush.

"Flander's Fields". Yes, from memory.) It seems our son had to redo the septic system on the house he just sold. The existing flower bed of poppies was sacrificed for the new mound system, so of course, this old poet had to rewrite the Poppy Poem, to wit: "On septic mound the poppies blow, between the vent pipes, row on row, and in the house, the toilets flush, to keep the poppies green and lush."

But I digress, back to the business at hand, the news of planes and fliers. Last week I received a note from our "Up -Nort" Safety Director, Pat Kenny. It seems he is selling both of his planes, the tail-first Pterodactyl and his Kolb Firestar. See the Buy-Trade-Sell section for details.

Sorry to see you without wings Pat, but please stay on as our safety director, your experiences are invaluable.



May we suggest to potential buyers of Pat's well maintained aircraft, buy both of them and people won't know if you're coming or going!

On the local scene, I'm happy to report that chapter friend, Syd Cohen, is safely home from Florida's Sun and Fun fly-in. He said the heavy rains there turned his usual tie-down area into a virtual rice-paddy and they had to park and camp elsewhere on the field. It seems the brisk southerly winds were beneficial on the return flight, however. Letting down into La Crosse to refuel, his 1946 Ercoupe, which normally cruises at 105 mph., indicated a ground speed of 173 mph. on the GPS! I saw Syd at his hangar a day or two later. He and Jack Chmiel were doing routine maintenance on the Coupe, (they said). I think they were secretly removing the jet pods!

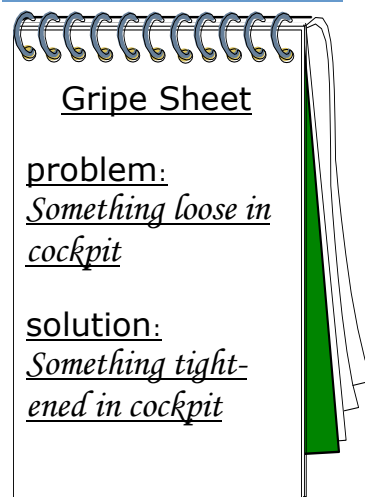
In yet another hangar on the field, Rick Coes, I discovered the fabrication of Rans S-6 ES wings. This aircraft is similar to the beautiful two-place craft that Lyle and Mary Banser built and are now flying. That model of Rans is also called the "Coyote". It seems that Dan Marlenga "acquired"

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May 2008

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Gripe Sheet

problem:
Something loose in cockpit

solution:
Something tightened in cockpit

Editors Notes cont...

(Continued from page 1)

this kit and he and Richey Papa are assembling it. Good luck, guys, and may I suggest that you get local aviation historian, Bob Wylie involved in the project. He's currently without a plane and with his input you could end up with a genuine, "Wylie Coyote"! Across town, our intrepid Mini-Max builder, Ron Detert, is about to lay out and build the landing gear which is an integral part of the overall structure. One could almost write new words to that old song, "Them bones, them bones,---

". "The wheels connected to the axle, the axle connected to the underwing struts, the underwing struts connected to the upperwing struts-----. Old McIver here, is working on a modification to the low-slung, wheel to wheel axle which has been known to occasionally grab a runway light while taxiing. I'm working on a catch-basket to prevent said light from falling off while in flight. I shall name the device the "Wild Rose, Mark I". Last evening I had a pleasant phone conversation with chapter member, Don Mahn of Wild Rose. Structure

wise, he has completed his Pietenpol and is now hanging the Corvair engine. He will assemble the aircraft and perform a preliminary weight and balance before covering. I know your excellent craftsmanship Don, "Mahn alive, this indeed will be a Pretty Piet!" I started this missive with a Spanish theme on this Cinco de Mayo day, so let me close with a beautiful Spanish phrase and thought for all of you summertime fliers. Vaya con Dios.

Bill Markstrum

April Meeting Minutes

The meeting was held at the Tomahawk Regional Airport terminal building. President Steve Krueger called the meeting to order at 1:35 pm. The 15 members in attendance introduced themselves. Steve Krueger, Pat Heckert, Jim Cornelius and Lyle Banser flew their planes to the meeting. John Heckendorf presented the treasure's report and it was approved. Bob Lussow and the friends of the Tomahawk Airport were responsible for allowing us to use the terminal building. It was appreciated but they were not in attendance.

Steve reported that he had to submit a Non Stock Corporate Annual Report which didn't require anything special. It was asked if this corporation could accept tax deductible

contributions. It was generally felt since the corporation was a part of EAA that contributions could be tax deductible. Steve said he would check to make sure. Then Steve gave a brief review of proposed regulation changes to the Sport Pilot criteria. Two items he gave a summary of is the proposed change to the 10,000 ft. altitude limitation. In the western mountain range one couldn't fly over the mountains. The proposed change would be to limit to 10,000 ft amsl. and/or 2000 ft agl. Another proposed change would be to eliminate the need to keep log book endorsements on person. The complete proposed rule changes can be found on the FAA website.

Steve reported that pilot

safety seminars will be held this spring. A few of the local seminars were: April 29, Tomahawk Airport Northern Skies Unlimited Hanger, April 22, Stevens Point Terminal, May 14, Phillips-Price County Airport.

A discussion was held on Ethanol in auto gas and how to get rid of the ethanol. It was concluded that for the most part 92-93 octane auto gas does not contain ethanol but one should check to make sure.

Snacks were provided by Harold Benisch and Ed Haberl. Sue Bauman brought some homemade cookies. The next meeting will be held May 17 at Clancy Field near Merrill. Check the newsletter for more details.

R.J. Payzer
Vice Pres.

Next NCWLF Meeting May 17

The next Chapter 75 Meeting is at Clarence (Clancy) & Betty Kolhose's strip about 6 miles west of Merrill on hwy 64/107 (across the road from Ed & Sharon's Bar/Restaurant). Lunch at noon, bring your burger/brats for grilling. Meeting at 1:30.

Driving: 6 miles west of Merrill on hwy 64/107, across the road from Ed & Sharon's Bar/Restaurant.

Flying: 5 miles west of Merrill Airport 245 degrees from KRRL. GPS Cord N 45 09 800 W 89 50 650. If radio equipped self announce on 122.9. Runway 12/30 aprox. 1800 ft smooth as a carpet. Power lines are buried departing 30 and arriving 12. Tall pines 500 ft from threshold landing 30.

(Our usual May location - John Verfuert's in Spencer - is still under construction because of the pipeline)

Membership Dues

Our fiscal year runs from May 1st to April 30. \$12.00 yearly memberships will be taken at our next meeting. Or you can send \$ to:

NCWLF
PO Box 12
Schofield, WI 54476

2008 LaSee/Jakel Barnstormer Fly In

July 18-20 2008
Ultralights, Fixed Wing, Powered Parachutes, General Aviation, Sky Divers Competition (Torpedo Run, Bomb Drop, Precision Landing)
EAA UL Chapter 75 Meeting Saturday July 18 1:30 pm.
Come Friday evening and camp through the weekend. Live music and a bonfire Saturday night. The field is located on the West side of Abbotsford 511 W Bus 29

(N44.94246 W90.33226). All arriving aircraft monitor and announce on 122.9. 2900 ft. N/W- S/E grass

strip. Traffic pattern is RIGHT-HAND for runway 15 (power lines are buried on the approach to 15) and left-hand for 33 and be aware of all non-radio traffic. Adjoining PPC field 400' N/S x 500' E/W. Food and beverage will be available dish to pass optional. Contact Jack LaSee 715-223-4540 or 223-6324 for additional information. Hope To See You There!

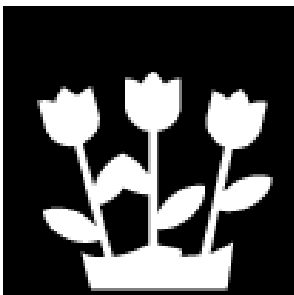


2008 NCWLF Calendar of Events



- May 17, 2008 Chapter Meeting**
Kolhose strip 6 miles west of Merrill on hwy 64/107 (across the road from Ed & Sharon's Bar/Restaurant)
- June 21, 2008 Chapter Meeting**
Location TBD
- July 18-20, 2008 LaSee/Jakel Barnstormer Fly-in**
Abbotsford, WI
- July 19, 2008 Chapter Meeting**
LaSee/Jakel Fly-in Abbotsford
- July 28 - August 3, 2008 EAA Air Venture**
Oshkosh
- August 16, 2008 State UL & Light Plane Fly In**
Wild Rose Airport
- August 16, 2008 Chapter Meeting**
Wild Rose Airport
- September 20, 2008 Fall Fly In**
Flying O Ringle WI
- September 20, 2008 Chapter Meeting**
With EAA 640 Flying O Ringle WI
- October 18, 2008 Chapter Meeting**
Location TBD

Calendar of Events is updated monthly. To list events in subsequent newsletters contact Thomas L Voss - 15203 Short Lane Dr - Marathon, WI 54448 tvoss@pcpros.net



Buy Trade Sell

- ✈ 1984 Pterodactyl Ascender. Excellent shape. Fabric tests great. Always hangared. Tach, EGT, Radio antenna, Strobe. Extra fuel tank. Never wrecked. Pure Part 103 aircraft. \$3,800 Pat Kenny 715-479-5036. Eagle River
- ✈ Kolb Firestar. 447 Rotax. Just overhauled. Prop and gear box overhauled. Single CDI. Tach, Alt. Dual EGTs, Altimeter, Primer, Radio antenna, Strobe. Fabric excellent, Good Paint. Matco Brakes and Wheels. Very good condition. Gone through complete overhaul. 4 hours on motor. \$6,000 Pat Kenny 715-479-5036 Eagle River
- ✈ 2007 Sky Ranger, Certified E-LSA, N8089J Rotax 582 Blue head, inverted, w/B gear box, 2.58:1 ratio, 24.4 Hobbs hrs. New GSC 64" 2 blade ground adj. propaeller, on order. ICOM A4 radio, head sets, intercom. ptt switch. 2004 NAVMAP color GPS w/2008 updates. Located at Stevens Point (KSTE) hangar 5E, come and take a look. Asking \$27,500.00 OBO Bret Taplin 715-341-4093
- ✈ 1984 Pterodactyl Ascender. Excellent shape. Fabric tests great. Always hangared. Tach, EGT, Radio antenna, Strobe. Extra fuel tank. Never wrecked. Pure Part 103 aircraft. \$3,800 Pat Kenny 715-479-5036. Eagle River
- ✈ Other items. External radio antenna. Stratomaster EMS582 Tach, 2-EGT, 2-CHT, Hobbs, coolant temp, flight timer. Strtomaster ALT-ASI altitude, air speed. C gear box 3.00:1 ratio. RK400 clutch assembly. Tools needed to remove the B gear box, and install the C gear box. 68" IVO 3 blade, quick adj. ultralight 10-28 high pitch prop. Over \$3000.00 invested, make me a reasonable offer. Bret Taplin 715-341-4093 btaplin@msworldnet.com
- ✈ 447 Free air prov. 8 needs rebuilding \$500. Fiberglass free air scoop for 447. \$25 Rotax single air intake silencer. Brand new \$65 Rotax straight muffler with exhaust manifolds and elbow, ball joint kit all ceramic coated. Like new \$500. 66-30 Tennessee prop. Like new. \$275. Four unifier carb filters 2 1/2 inch. Brand new. \$20 for all. Orlie 715-683-2710.
- ✈ Tom's Hi-Wing Scratch built & highly modified from HiMax plans. Certified 06. 1700 vw hand start. Steel Landing Gear, Big Wheels & Brakes N248TS \$6,700. Tom Seversen 920-982-2203
- ✈ Chinook WT II, single place, enclosed cockpit \$1,500 Connie Balis Deerbrook. 715-627-7438
- ✈ 2000 Challenger II Two seat, long wing, Rotax 582, 64 HP, dual carb, dual ignition engine w/ electric start. Remote cockpit choke and radiator control, airframe 125 hours, engine 15 hours, always hangared in Wautoma. Many extras. Inspected/ Certified Experimental \$24,000 obo John Reis Hartford, WI 262-673-2636 262-224-2636.
- ✈ KR2 30% built, on gear less engine and instruments. Paul Prime Mills, WY 307-235-3549
- ✈ Rotax 582 "bluehead" Ebox, Radiator, Oil Inj, Throttle & Choke Cables, Engine Mount Plate, Assembled, New, 0 hours. Michael Cole 715-423-0348 or 715-423-1128
- ✈ CGS Hawk Arrow II, N46229 HKS 700E, 3 Blade Power Fin Prop, 20Hrs TT, Tricycle Gear, Hangared at Rusk Co. Airport. Earl Cinatl 715-532-7242
- ✈ Rans S-18 Amphibian. 15 hours. Pneumatic retract system, fiberglass floats, 2 seat tandem. \$15,000.00 without engine. \$30,000.00 with a 912S engine. Wautoma. Martin Goochmac2@aol.com
- ✈ 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

Congratulations

Congratulations to our
newest Sport Pilots:

Bill Heil - Marathon

Pat Heckert - Merrill

From the NCWLF Archives

*Presidents Corner
September 1996*

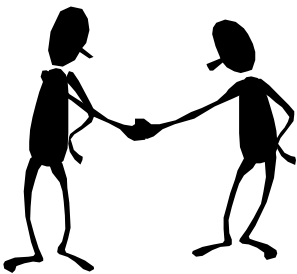
*The First Annual Statewide
Ultralight Fly-In, Lake of the
Woods Campground -
Wautoma, WI*

*What a fantastic event! Four
ultralights represented
Chapter 75. Rich Papa with
his MXL Sport, Dan
Marlenga and Steve Norris
with their GT 500, Steve
Krueger piloting a Mini Max
(thank you Jay), and Jack
Lasee with his beautiful
Buckeye Parachute. The
fixed wing fellows left
Wausau at noon as our first
leg would be to Stevens
Point. The flight was quite
smooth considering a full
ray of sunshine to give us an
occasional bump to wake us
up and keep us alert. It was
nice to see Jim Riesinger
able to get some stick time to
Point in the GT 500. Hey Jim
do you have the bug yet or
was it a terminal dosage? At
Point we were greeted with
mixed fuel via ground
support Norris and
Company. Thanks Steve.
Onward to Lake of the
Woods with Steve and Greg
Norris piloting the GT 500,
Rich in the MXL Sport, and
Steve Krueger in the Mini
Max. Our dead reckoning
skills got us there via a little
detour. The facilities were
terrific with a special*

*camping area for all the
forty plus ultralights that
flew in for the weekend
event. A wonderful dinner of
brats and fine side dishes
was a great hit. Thank you
Karen and Patty, after all,
even we need to get fueled
up once in a while. An
evening flying session was a
lot of fun, it brought back
Oshkosh memories of the
ultralight evening fly-bys just
a few weeks ago. After
sunset the campground
management set up a huge
bon fire just for the ultralight
guests. It was a starlit night
with a few pork chops and
always a great story or two.
Why does it get better with
each new event? Meeting
new and catching up with
old friends always adds the
frosting to any cake. Lights
out at midnight with a dawn
patrol for the morning
agenda. When the morning
came the ground fog was too
heavy for any Dawn Patrol
but someone with a bugle
made sure that no one
overslept and would you
believe that there even was a
yodeller on the horizon to
make everyone feel right at
home, as if you were at
Oshkosh. Good job Jack
Lasee, it was a great hit.
With the early morning fog
not lifting a few of us went
for a drive to Wautoma for*

*fuel in the tanks and fuel in
our tummies. A few
ultralights headed out for
their home voyage but most
of our group took advantage
of a little mini golf and the
heated outdoor swimming
pool action. Something quite
interesting was a twin
engine Aero Commander
piloted by Jim from the
Appleton area. Apparently
he flies in on most weekends
for a quick get away. What a
sight watching him fly in and
out of a grass strip 2200'
long with tress on both ends.
He does a great job of
piloting. I would like to
thank Jim for inviting all of
the ultralights to his
campsite for a send off
luncheon on Sunday with
fresh roasted corn on the
cob and other fine dishes.
Our flight home on Sunday
was completely flawless, we
even had a brisk tailwind
making it a quick hop to our
home ports. I would like to
add that Lake of the Woods
is a 200 plus campsite
campground with a private
air strip. It was a super
weekend experience and I
am looking forward to next
years event Hope to see you
there next year.*

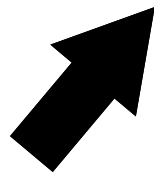
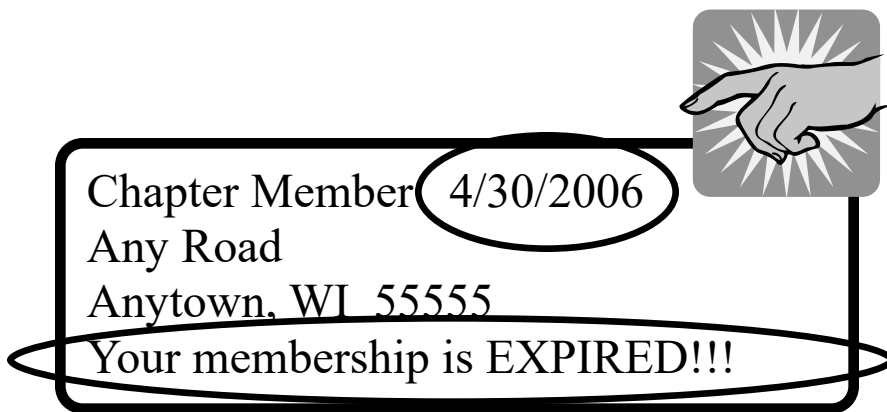
Steve Krueger



Is your membership expired?

Check your mailing label.

It shows when your membership expires



**This may be your
LAST NEWSLETTER.**

Send your membership dues

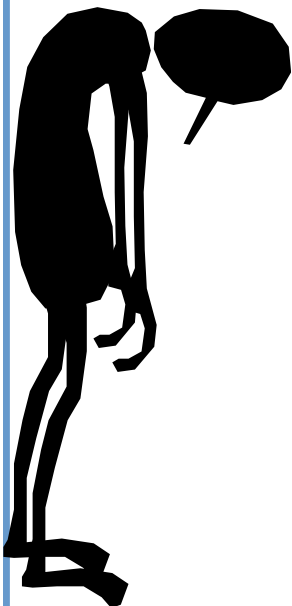
today - to:

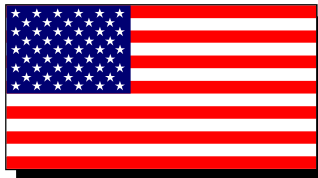
NCWLF

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Other Area EAA Chapters

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262-820-9938
steve.magdic@1psg.com

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Bill Brown
920-721-9237
bill.brown@alcan.com

EAA 640 Gleason
Harry Gladwin
715-453-8669
hnglad@newnorth.net

EAA 992 Marshfield
Dave LeVoy
715-676-2282
(No e-mail)