



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

Editors Notes by Bill Markstrum



As I sit at my desk overlooking the Wausau Downtown Airport, the only things flying are a few die-hard leaves that have finally given in to the wind and rain. They fall to earth to form a soggy mess, difficult to either rake or pick up with the mower and bagger, yet they must be moved to the Street for the annual leaf pickup.

No outdoor work on this miserable day, so what better way to spend it than talking to flying friends. I've been asked to get my copy to Tom early because the

monthly meeting has been moved up a week so as not to conflict with the opening day of deer season. The November meeting will be held at one of our favorite spots, the Jakel-LaSee complex in Abbottsford on November 14th. If the weather improves enough for you to fly in, remember to leave your lap-top computers at home. We don't want anyone from Chapter 75 overflying Abbottsford and alerting fighters in the Minneapolis airspace!

Our last meeting was held at the Paul Buss residence, the weather being too cold and windy to have our usual "campfire" meeting next to Paul's Norrie Brook runway. In Steve Krueger's absence, VP Bob Payzer chaired the meeting, and to my mind, it

was one of the most informative and useful events in recent times. With everyone enjoying Sue Buss' hot cider and the comfort of their home, a good technical session evolved. Thank you, Paul and Sue for your hospitality, comfortable

*What good this rainy weather,
Tho needed by the soil,
Those of us with leaf concerns,
It's adding to our toil.
Even my new tractor,
With baggers in the rear,
Is clogging up with mushy leaves
This wet time of the year.*

accommodations and food to rival a farm harvest-time table.

As I have said in the past, we are all ambassadors of EAA and flying and must welcome ex-fliers and newcomers to our hobby. Last week I was in church for a weekday mass (one becomes more in touch with the "Control Tower" when life's Log Book is almost full!). I happened to be wearing my leather EAA jacket with the "Vision Of Eagles" emblem on the back. Another older gentleman from our congregation approached me after the service, having seen my jacket. He had also lost his medical and missed flying. I told him about our group and that we could get him airborne again. I furnished

him with our last newsletter and hope to bring him to our next meeting. As they say, "The Lord works in strange ways."

Within the last few days, the Wausau Daily Herald paper featured an article on the Waco CG-4 invasion glider Syd Cohen and his volunteer group have been restoring in the back of Syd's hangar. It seems the crew in Iron Mountain, Michigan is now ready to assemble the entire unit and place the historic craft in their local museum.

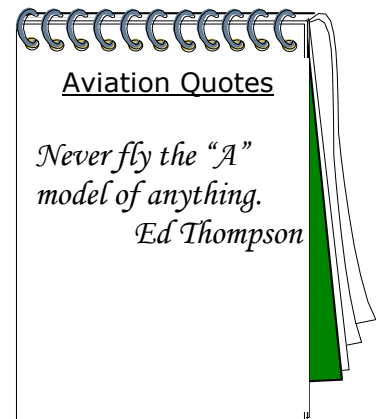
I'm sure Syd must feel like a foster parent who is losing a favorite child. I think I had better collect all my wood-working power tools from him before he volunteers to restore the "Spruce Goose"! During my next church visit I'll pray that our members will still get some flying weather before our wings "ice up". And to all of the deer hunters in our group, be safe and shoot straight. We can't have an after-Christmas party without venison sausage!

Bill Markstrum

Vol 14, Issue 11
November 2009

Inside this issue

Editors Notes	1
Treasurer Report	2
Officers	2
Membership Form	2
October Minutes	3
Calendar of Events	3
Next Meeting	3
2010 Calendars	3
Buy Trade Sell	4
Stall Speeds	5
Other Chapters	6



Aviation Quotes

*Never fly the "A"
model of anything.*
Ed Thompson

October 2009 Meeting Minutes

The October meeting of the NCWLF was held at the home of Paul and Sue Buss. The meeting was called to order by vice president Bob Payzer and introductions followed. The secretaries report was accepted as read and the treasures report was accepted as printed in the newsletter.

Old business; Our newsletter printers are extremely happy with the printer/copier that was purchased with the money from the EAA B-17 tour. Steve Krueger has called Timm Bogenhagen and told him our UL Chapter would man an Ultralight Info

Tent at next years Airventure.

New business; Chapter 75 will have a 2010 chapter calendar. Karen Krueger has a good collection of shots taken this past year so no additional pictures are needed. Cost is \$10.00. A sign up sheet for ordering a calendar was available at the meeting and will be at the November meeting also.

Project reports; Ron Detert had a hub, wheel, and tube that he will use on his Mini-Max to show us. His landing gear is built and he will put the pieces together this winter. Ron told us he plans

on painting his plane with Sherwin Williams latex paint.

Those in attendance thanked Paul and Sue for hosting the meeting. The meeting was then adjourned and food was consumed.

The next meeting of the NCWLF will be one week earlier than normal on Saturday November 14th at 1:30 at Jim Jakels red barn in Abbotsford.

Secretary Jim Shnowske

Next NCWLF Meeting Nov 14

Our Next meeting is a pot luck dish to pass, Saturday Nov 14, 1:30 PM at Jakel field, Abbotsford WI. GPS coordinates N44 56 33 W90 19 56 2900' N/W/ SE 15/33 self announce if radio equipped on 122.9.

Located on the west side of Abbotsford 511 W Bus 29 look for the little red barn on south side of the street. The Meeting is upstairs in Jim's red barn cozy suite.

Hope to see you there.

Chapter 75 2010 Calendars

We are happy to announce that our 2010 calendars will be a go this year. You must pre-order by Dec 1st, the cost should be around

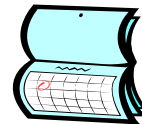
\$10.00. To order contact Steve Krueger 715-536-8828 kruegerfly@aol.com.

Calendars will be available for pickup at the Dec 12th meeting.

Order yours today.



NCWLF 2009 Calendar of Events



November

14 Chapter Meeting Jim Jakels Abbotsford

December

12 Christmas Potluck With EAA 640 Merrill Airport noon

January

16 Chapter Meeting Location TBD

Updated monthly. Contact:
 Thomas L Voss
 15203 Short Lane Dr
 Marathon, WI 54448
tvoss@pcpros.net



Buy Trade Sell

- ✈ CESSNA 152 \$34,500 1978 N68768, 4280 TT AF &F, 1130 SMOH, dual King, ILS, GS, ADF, fresh annual & pitot check, 24 gal, email for pics rpurvis647@centurytel.net Ron Purvis, Boyceville (3T3) 715-665-2431
- ✈ RANS S-4 \$12,500 Light Sport Aircraft 2004, N647RP,47TT, IVO 3 blade, 503DCDI, EIS, Kunzselman strobes and LED position lights, clear coat finish over Red/white/blue, dealer built 2007, email for pics rpurvis647@centurytel.net Ron Purvis, Boyceville(3T3) 715-665-2431
- ✈ 2003 Quicksilver MX part 103 ultralight. tt 158 hrs on airframe and engine. Like new. Loaded: Pod with high wind screen, all gauges, he man bars, 503 DCDI, BRS, Electric start (new battery), custom sails, saddle bags and wheel pants. \$7000. Hangared at the Merrill airport. John Heckendorf (owner) 715-536-7748 or Steve Krueger
- ✈ Challenger, always hangared, engine overhauled by Steve Krueger. Ed Mux 715-536-7404
- ✈ Adventura taildragger amphibian. Previous owner, Dean Turner. Ed Mux 715-536-7404
- ✈ One single-place and one two-place, tailless, flying wings. Ed Mux 715-536-7404
- ✈ Rotax 447 engine for ultralight, TT 3 hrs, 2 to one gear drive, 50/34 Pusher Prop, addtl prop, Tach, EGT, CHT, 2 fuel tanks, service manuals \$1,200 Jim Koss 715-693-3675
- ✈ Aero Vee VW engine that appears to be 1700 CC. Needs some TLC to make it airworthy. Spring landing gear with wheels, tires and cable b r a k e s . Tinted canopy 6 ' x 2 ' approx 18 " high. Ron Lorch 715-891-7234.
- ✈ Wanted to Buy - 2 lightweight 6 inch wheels with 1 in ch ID bearings and two 4:00 x 6 2 ply tires for a Minimax. Ron Detert 715-845-1340
- ✈ Pober Pixie plans and full set of ribs. Meets LSA requirements. \$125 Rich Prange 715-536-1704 bighill@dwave.net
- ✈ 582 Blue Head and complete engine package fo6r Challenger II. Includes radiator, heater, redrive and 3-blade warp prop. 130 hrs TT on engine, 44 since rebuild. Asking \$6,000 John Szigat 715-216-5279
- ✈ 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
- ✈ 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. propeller, 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 btaplin@msworldnet.com Owner is FAA certified S-LSA, E-LSA repairman w/ maintenance rating.
- ✈ Other items. Ext 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
- ✈ 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.
- ✈ 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. M a r t i n Goochmac2@aol.com

Stall Speeds

What we don't know about stall speeds.

In conducting a recent flight review, for example, I asked my customer what the stalling speed of his Cessna 172 was when in a 60 degree bank. "Forty knots," he said without hesitation.

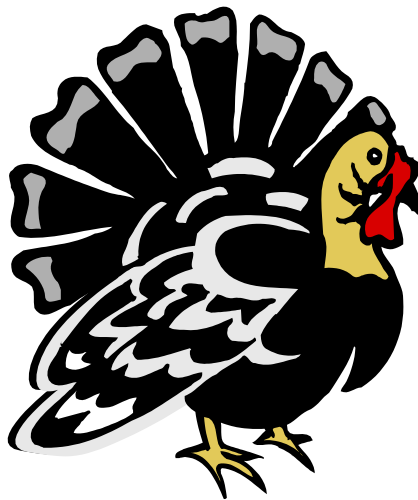
"Hmmm," I replied, "Really?"

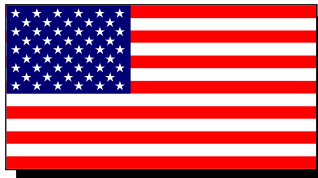
"Yep, it's right here at the bottom of the green arc on my airspeed indicator," he said with confidence.

For those readers not seeing the significance of this example, recall that banking increases the load factor. At 60 degrees of bank, the load factor is doubled. In turn, our stall speed increases in relation to the square root of the load factor. The square root of 2 is 1.41. Thus, a normal straight and level stall speed of 40, when multiplied by 1.41 (as when in a 60 degree bank) equals 57 knots. An 80 degree bank angle increases this stall speed to 96 knots.

Now we can painfully see why we continue to experience about one fatal stall/spin accident a week in the United States! It's not a stick and rudder problem. Instead, it's due to a simple shortcoming in our thinking.

Republished from the May, 2009 issue of "Over the Airwaves - The Journal for the Proficient Pilot" <http://overtheairwaves.com>





Other Area EAA Chapters

EAA UL 1 Milwaukee
Steve Magdic
262-820-9938
steve.magdic@1psg.com

EAA UL 41 Oshkosh
Bill Brown
920-721-9237
bill.brown@alcan.com

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

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