

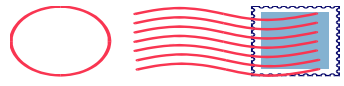


# EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

## Editors Notes by Bill Markstrum



It appears our faithful publishers, Tom Voss and Mark Blume, are about to leave on a well-deserved vacation in Florida. That means I have to put my brain and writing hand in gear a bit early this month. I'll try to accomplish that but that old sign we used to see around many of our offices, comes to mind, "always engage brain before putting mouth in gear". That can often be a problem. March was quite an active month in that many of our chapter members attended the Safety Seminar at EAA headquarters in Oshkosh. We were introduced to an entirely new meeting room established by EAA. It easily accommodates large conferences and the screen viewing, seating and acoustics were excellent. Upwards of one hundred eighty people attended this year and with the enthusiastic acceptance of the new facility, next year's seminar will probably be held there as well. As mentioned in last month's newsletter, this was Frank Beagles last year as MC of the seminar. He will be missed by all of us but not to worry, I asked him if AirVenture was still on his agenda and he assured me it

was. We'll still hear his booming voice from the "Ultralight Control Tower." When President Steve informed me that this was Franks last year as MC, he also asked if I could come up with some presentation to thank him for his years of service to the Safety

*The sun is rising higher  
In it's zenith everyday  
And we're all getting ready  
To hit the skies and play.  
Enjoy the warm spring weather  
At this special time of year  
As you check each aircraft nut  
and bolt,  
Each propshaft, belt and rear.*

Seminar. That was a challenge but I started looking around my shop for inspiration, and there it was, a six inch tip of a well-pitted metal prop. I had picked it up years ago from a propeller repair shop in Connecticut when I still flew my old Skyhawk (C-172). I knew I'd have a use for it someday. Then it was just the matter of writing the proper verse to go with it. When that came together I took the prop tip and verse to our friends Lynda and Chris at First Place Trophy in Wausau. The end result was the verse on a shiny metal plate and the prop tip mounted on a

black plaque. Hopefully, the photo and verse on page 3 will give you some idea of the end result. At the beginning of the seminar, Steve and I presented this plaque to Frank on behalf of UL Chapter 75. Frank told me later how pleased he was to receive the "Pitted Prop Award", so our efforts were not in vain. Of course, during the seminar, Frank laid another "Beagлизм" on us, this one, as always, good advice when you fly into a poor visibility

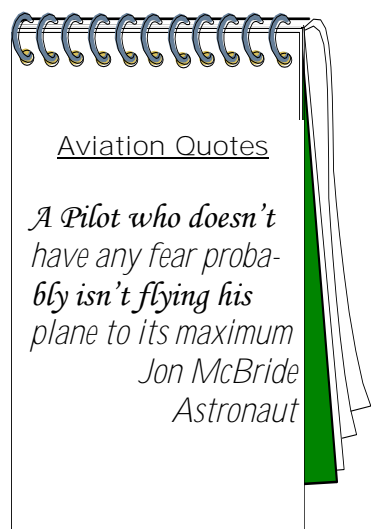
situation and are essentially lost or disoriented. He referred to the young John Kennedy when he crashed into the ocean trying to find his destination field on Martha's Vinyard. Frank suggested using the four Cs.;Climb, Communicate, Confess (you are lost), and Comply to the radar instructions. Good advice indeed for Sport and General Aviation fliers but probably seldom needed for our low and slow Ultralighters. A week after our Oshkosh adventure we had our monthly chapter meeting at the Tomahawk Airport. The meeting accommodations

(Continued on page 3)

Vol 15, Issue 4  
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### Inside this issue

Editors Notes	1
Treasurer Report	2
Officers	2
Membership Form	2
Pitted-Prop Award	3
Next Meeting	3
Buy Trade Sell	3
March Minutes	4
Special Guest	4
Calendar of Events	5
Membership	5
Other Chapters	6



### Aviation Quotes

*A Pilot who doesn't  
have any fear proba-  
bly isn't flying his  
plane to its maximum  
Jon McBride  
Astronaut*



## Editors Notes cont...

*(Continued from page 1)*

are excellent in their new FBO and we had the pleasure of meeting the congenial airport manager, Greg Jacobson.

The meeting was well attended with several members flying in, including Dick Neitzel in his shiny, sun-glasses required, Zenith STOL. Bob Payzer chaired

the meeting in President Krueger's absence. Again, it was one of those more technical "engineering" meetings when Ron Detert asked opinions on the covering of his MiniMax. A lot of useful information was forthcoming from builders/restorers that have "been there, done that". All of us were pleased with the useful

information that came out of that meeting. We need more of that, exchange of ideas based on experience. That's what EAA is all about.

Let me wrap this up with the hope that you and yours had a Happy Easter and that you didn't get sick eating too many jelly beans and marshmallow peeps.

Bill Markstrum

### *The Pitted-Prop Award to*

*Frank Beagle*

*For years we have heard your stentorian voice,  
advising us all with sage advice.*

*On how to keep flying the wings on our planes,  
so as not to end up at the doctor with pains.*

*We're sorry to hear you've hung up your mic,  
but wish you Godspeed doing things that you like.*

*May your prop keep on turning, tho pitted and worn,  
many thanks for your help from we "Lightplane Airborne"*

*Bill Markstrum*

*Editor - EAA Ultralight Chapter 75*



## Next NCWLF Meeting April 17

The next Chapter 75 Meeting is at 1:30 on Saturday April 17 at the Stevens Point Airport FBO. Note the different location than we originally planned. Art Pejsa who flew B29 bomber missions over Japan during WWII will be our very special guest. Hope to see you there.

## Buy Trade Sell

- ✈ Flightstar SCII, N924EC, two place, mylar sails, HKS700E engine/306 hours, TTairframe 606 hours. BRS chute, full instruments, radio, intercom, Built by Flightstar in 1999. Priced right. Gene Carlson 715-7 6 7 - 5 5 6 2 1carlo@centurytel.net
- ✈ 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

*(Continued on page 4)*

## Buy Trade Sell

- ✈ 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 brakes. Tinted canopy 6' x 2' approx 18" high. Ron Lorch 715-891-7234.
- ✈ Pober Pixie plans and full set of ribs. Meets LSA requirements. \$125 Rich Prange 715-536-1704 bighill@dwave.net
- ✈ 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

## March 2010 Meeting Minutes

The March meeting of the NCWLF was held on Saturday the 17th at the Tomahawk airport. Vice-President Bob Payzer called the meeting to order. Introductions followed. 20 people were present with 6 planes flying in. The secretaries and treasures reports were given and accepted as read.

Old Business: This years UL Safety Seminar (held at the EAA AirVenture museum) went well. 190 people attended, up about 10% from last year. Some of our club members won some nice raffle prizes. The Safety Seminar will be held next year at the same location. Bill Markstrum added that he presented an award of

appreciation to Frank Beagle that was well received.

The Boy Scout Aviation Merit Badge that some of our members will be helping out with was discussed. Merrill McMahan gave a good description of what should be happening during this event. Our Help will be needed on Sat. May 8th.

New Business: An update on our groups planned caravan to Sun-N-Fun this April was given. The group will have a meeting on April 3rd at the Merrill airport FBO at 10:00AM to discuss details.

Ron Detert gave us an update on his Mini-Max project. After a little more varnishing he will be ready to start covering. Ron is

researching which fabric weight to use on his project and Merrill McMahan gave some good advice on fabric covering.

The Sopwith Camel that Dr. Glenn Burt is building in Rick Coes' hanger was discussed. John Heckendorf reports that he is quite impressed with the project.

The meeting was adjourned and people funneled outside to check out the airplanes. (there's always an idea or two to steal).

The next meeting of the NCWLF will be on Saturday April 17th at the Stevens Point Airport FBO at 1:30. See you there if we're back from Sun-N-Fun!!

Secretary - Jim Shnowske

## Special Guest at April Chapter Meeting

At the April 17 meeting at the Stevens Point airport my cousin Art Pejsa, now living in Stevens Point will be a special guest. Art was the youngest full B29 pilot in WWII and was one of the first to bomb Japan from India. He flew the B29 across the hump, refueled in China then on to Japan and back. The mission took 4-5 days. He then moved onto the islands where he flew many missions over

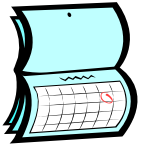
Japan. After he left the Air force he was a full professor



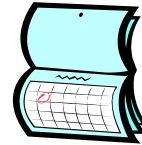
at the US Naval Academy, then on to AC Spark plug Milwaukee where he did guidance programming for

our ICBM's. From there to Honeywell Minneapolis where he did guidance programming for the space shuttle. Quite a brilliant mathematician and physicist. I don't know if he is planning a talk but I am sure he will be happy to answer questions especially from pilots. Ron Detert has a DVD about him prepared by a Minneapolis TV station which anyone can check out.

R.J.Payzer



## NCWLF 2010 Calendar of Events



### April

**13-18** Sun N Fun Lakeland FL [www.sun-n-fun.org](http://www.sun-n-fun.org)

**17** Chapter Meeting Stevens Point Airport

### May

**15** Chapter Meeting Spencer John Verfuert's Air Strip

### June

**19** Chapter Meeting TBD.

### July

**17** Chapter Meeting & Abbotsford LaSee/Jakel Barnstormer Fly In

**26-Aug 1** EAA AirVenture July [www.airventure.org/planning/advance.html](http://www.airventure.org/planning/advance.html)

### August

**8** Musky Day Fly In Boulder JCT

**19,20,21** WI State Light Plane Fly In, Wild Rose

**21** Chapter Meeting Wild Rose

### September

**18** Chapter Meeting & Fall Fly In

### October

**16** Chapter Meeting Location TBD

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

## Buy Trade Sell

(Continued from page 4)

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](mailto: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 hangered 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, Hangered 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@aolcom

## Is your membership expiring?

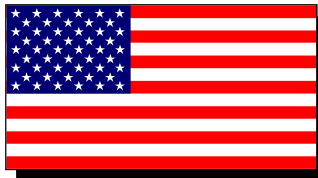
### This may be your LAST NEWSLETTER.

Did you receive an email notification?  
Or, check your mailing label.

Send your membership dues  
today

NCWLF  
PO Box 12  
Schofield, WI  
54476





**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)**