

# EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

## Editors Notes by Bill Markstrum



In rereading the chapter newsletter for November, Rich Prange made it very clear that I had goofed-off long enough and that I had better slide over into the left seat and take over as Pilot in Command. I'm very grateful to Rich for giving me some R and R. Everyone will agree I'm sure, that you did an excellent job in the left seat, Rich. Many thanks!

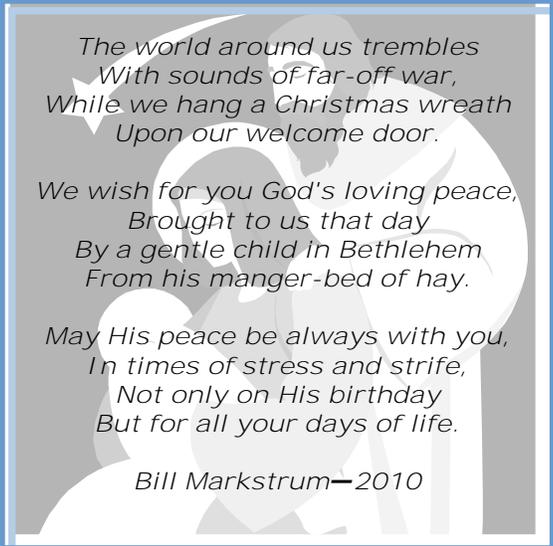
Talking about left seat / right seat caused a mental play-back in my mind. All of us that have owned or flown modern day aircraft with side by side

person / pilot in the other seat. No words need be spoken, you literally "had it"! And don't you dare scratch that shiny Waco Vermilion paint!

I was privileged to attend the November chapter

Glider. It seems the training field was bordered by a river infested with large alligators. Now that's a real incentive to stay airborne! I can hear the instructor now, "Y'all don't drag yo toes in the water, son, heah?"

It was announced at the Abbotsford meeting that the chapter's 2011 calendars were in production and a sign-up sheet was passed around. Steve Krueger also announced that



seating and two control yokes needed only to nod to their companion in the other front seat or say, "You've got it" and their hands took over on the other yoke. I recall things were much more positive years ago when you flew with Archie Towle in his beautiful Waco cabin plane. He would reach down and release the pin lock on the arm holding the one and only yoke and swing it over to the

meeting at the comfortable "Upper Room" of Jim Jakel's barn in Abbotsford. This is always a looked-forward-to event. Jim and his wife always go out of their way to welcome us. We were comfortable, well-fed and well entertained with hangar-flying stories. For instance, Mike Crotteau told us of his experiences in Florida where he went to take intensive training to learn to fly his Para

the Wausau Aspirus Hospital and will be facing more back surgery. Lets keep Bill in our prayers and send holiday greetings to keep his spirits up, especially his Christmas spirit.

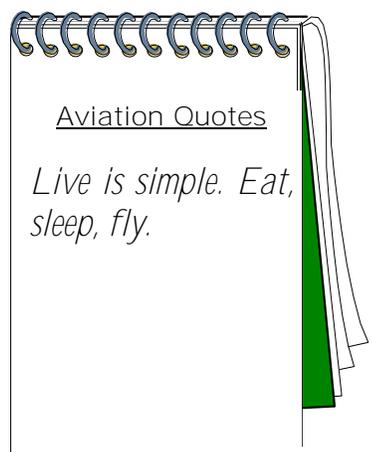
May I remind those who have placed ads in our "Buy, Trade, Sell" section, to update those ads as needed. Remove sold items and, like the downtown stores, do

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## Editors Notes cont...

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some "Yearend Clearance Sales".

I came home from deer hunting to be with family on Thanksgiving and on the evening of that holiday I chanced to call my friend and chapter member, Pat Kenny in Eagle River. Boy, did I run into a real Paul Harvey "Rest of the Story"!

Pat and wife Debbie had just returned home that evening with the remnants of a story that had started twenty-six years ago. All of the accurate details will probably have to wait until we hear it from "The Horses Mouth" when we see Pat and Deb at our after-Christmas chapter party in January. For now however, this is the story from the sketchy notes I made during that phone conversation.

Twenty-six years ago Pat paid a California company \$3,600 for a complete kit including a 503 Rotax engine. The single place, experimental category aircraft was called the "Monofly". Pat's description of the components and the structural engineering indicates it was a well thought-out endeavor. Pat

built the plane and subsequently sold it to a gentleman in southern Wisconsin. It seems the buyer did not want his wife to know about his latest "acquisition" and hid the plane in a barn near Oakfield, Wisconsin. Apparently, that's where it stayed, even after the buyer died, fifteen years later.

Like many old barns, this one started dismantling itself, timber by timber. One or two fell on the plane causing minimal damage. The barn and property was recently sold and the new owner hired a crane to remove the barn's roof structure to prevent further damage to a tractor, farm machinery and the plane. Fortunately, the new owner read the plane's data plate and called EAA headquarters. He was connected with our old friend, Tim Bogenhagen. Tim recognized the name of the original builder, Pat Kenny, and connected the new owner with the builder. Pat bought back his "Monofly" for the amount it cost to hire the crane.

When I called Pat that evening, he and Debbie had just pulled in with

Pat's new/old acquisition stowed in a twenty-four foot snowmobile trailer. Their Thanksgiving dinner had been sandwiches on the road.

I intend to make a trip to meet with Pat at his hangar at the Eagle River Airport just to see this strange bird that flew north instead of south for the winter.

Like many of you, I spent time at deer camp and while I personally didn't make a dent in the deer population, my son and grandson did put Venison on the table. Again, communing in the wild, it did give me a chance to write my Christmas verse. As in last year's December newsletter, publisher Tom Voss will probably insert my poem in the "pull" on page one. In rereading last years poem I realized that it is very similar to this year's composition. So be it, It states the Reason for the Season and what each of us is praying for, peace for this troubled world.

My best wishes for a very Merry Christmas and a Happy, Healthy New Year!

Bill Markstrum

## Next NCWLF Meeting Dec 11

Our Next meeting is on Saturday Dec 11, 12:00 PM (Note unusual time) at the Merrill Municipal Airport. This is our annual Potluck Christmas get together with EAA chapter 640. Please bring your favorite dish to pass and enjoy the holiday spirit.

Hope to see you there.

## Chapter 75 2011 Calendars

Pick up your 2011 Chapter 75 Calendar at the Merrill Dec 11th Meeting. Cost is the same as last year \$15.00. A Special Thank You to Steve Norris and Karen Krueger for doing an outstanding job on the 2011 calendars.

## November 2010 Meeting Minutes



The meeting was called to order by Steve Krueger at 1.30 pm on a cold and rainy November 13th in the upstairs clubhouse at Jakel Field, Abbotsford, WI. Self introductions were made by everyone present. October Treasurer's report was read and accepted as read. October meeting minutes were read and accepted as read.

Old Business: Chapter Calendars are available for purchase, \$15 each. Contact Steve Krueger or John Heckendorf for the signup list and for payment. We need to have a commitment for 50 calendars in order to

commence printing.

New Business: Jim Klement officially announced his purchase and checkout in a new Allegro airplane. Bill Reed has been hospitalized again in association with injuries he suffered in his April accident. At the time of the meeting he was at Aspirus Wausau Hospital, room 124. Mike Crotteau, a new chapter member, introduced himself and discussed his story of paraglider ownership and training in Florida.

The December meeting is at 12.00 pm on December 11 at the Merrill

Municipal Airport. The meeting is a joint meeting with chapter 640 and a pot luck luncheon; please bring a dish to pass and your appetite.

Thanks are extended to Jim and Jenny Jakel along with Jack and Dolly LaSee for a lovely lunch and clubhouse to meet in. Prior to adjournment, Jim Klement was invited to tell one (or two) of his famous/notorious jokes.

The meeting was adjourned at 2.00 pm and lunch was enjoyed by all present.

Larry Wenning



## NCWLF 2010—2011 Calendar of Events



### December

**11** Chapter Meeting Merrill Christmas Potluck with EAA 640

### January

**15** Chapter 75 Meeting / Christmas Party Rick Coes Hangar Wausau downtown Airport

### February

**19** Chapter 75 Meeting Antigo /Langlade Co Airport \*

### March

**19** Aviation Safety Seminar EAA Museum Founders Wing Oshkosh (No March Meeting scheduled, See you at the Safety Seminar)

**29 - April 3** Sun N Fun Lakeland FL.

### April

**16** Chapter 75 Meeting Stevens Point Airport \*

### May

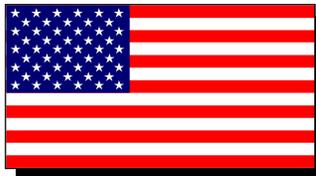
**21** Chapter 75 Meeting Spencer John Verfuert's Airfield \*

\* Location tentative

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

## Buy Trade Sell

- ✈ I am looking for members who want to start a club to purchase a light sport airplane; about \$5,000 buy-in, three to 8 members My home phone (day time best) is 715-845-5483. Tom Malato
- ✈ Wanted: AN bolts, nuts, washers, etc. Prefer grab bag of mostly AN-3, new or like new. Can be dirty. David Harris 715 362-6949 dpharris47@gmail.com
- ✈ 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 a i r w o r t h y . 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 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. \$23,000 Earl Cinatl 715-868-5851
- ✈ R a n s S - 1 8 Amphibian. 15 hours. Pneumatic retract system, fiberglass floats, 2 seat tandem. \$15,000.00 without engine. \$30,000.00 with a 912S engine. W a u t o m a . M a r t i n Goochmac2@aolcom



**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)**