

EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

Editors Notes by Rich Prange

Road Trip

Time to "Get out of Dodge" and seek a warmer climate. And, it is the same old whiney argument about the month of March in Wisconsin. The price I pay to avoid March here in Badger land is the long, less than exciting drive through Illinois in my pursuit of warmer, more predictable weather.

To eat up the mileage, I make "mental" notes of the little soybean rail siding towns, that barely have a zip code. Inane questions flit through my aging brain. Slowing to 45 mph I blink almost missing the town of Askum, the obvious question is, "Ask them what?" At Fishhook there is no lake and no sign of a bait shop.

At Humm Wye I wonder, how far to Dupo. I also slow for the villages of Pesotum and Sciota and hope the children didn't catch either of those diseases.

No speed reduction through Pankeyville, is there a Hankeyville in the next county? Could be a serious basketball rivalry? Seventy five miles later, Volo, what is their high school mascot name? The town of Paw Paw made me look twice, made me look twice. Paw Paw spelled backwards is Wap Wap. Perhaps I should pull over early and get some sleep. Tonight my travel equipment is anchored at an Army Corp/Engineers facility deep in

the state of Mississippi.

The only hint of aviation so far are the contrails from the big boys and one road sign indicating my ground bound speed was being monitored from the air. Next stop Texas.

Record Book

Feel the need to leave your



mark in aviation history, perhaps around the world? Firstly, your route has to be the equivalent distance of the Tropic of Capricorn or Cancer as defined by the Fédération Aéronautique Internationale. No shortcuts, we're talking 28,858 statute miles. That would be a real serious planning task for a light sport or an ultralight flight.

Antique Roadshow

Preparation for this road trip included a stop at a thrift shop to cruise the used book section and pick up some videos. Can't be jacked up 100% of my vacation time, I found a copy of



Voyager for some quiet down time reading.

Most everyone is familiar with the Yeager-Rutan flight around the world 1986. Back in "86" my interest in aviation was on the back burner and I hadn't paid much attention to that big event. At this point I'm only 20+ pages into the book and can't put it down. I checked out all the pictures and read the captions but did not notice the title page. I have a Dick Rutan autograph copy.

Fixer Upper

Northwest of the Georgetown, TX, airport, about 10 miles out, I found this old Piper Aztec. The gate to the property had twenty pounds of chain and locks, the fence was double-triple barbed wire, extra tall, and pit bulls were on patrol. Must be a priceless aircraft, all I wanted was a closer look.

Oh, the questions and secrets? Was this plane flown in here or did these pecan trees grow up around it. How many generations of starlings have nested in the engine cowling, how many snake skins in the cargo hold, or, is the airplane a Comanche not an Aztec?

Keep your needle the green.

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April 22, 2017



**North Central
Wisconsin
Lite Flyers**
PO Box 12
Schofield, WI

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President

Steve Krueger
715-536-8828

Vice President

Dan Marlenga
715-432-5990

Secretary

Jim Shnowske
715-693-4254

Treasurer

Larry Wenning
715-536-5326

Newsletter Editor

Rich Prange
715-536-1704

Web Editor

Tom Voss
715-892-8813

Videographer

Ron Detert
715-845-1340

Safety Directors

Carl Greene
715-854-2111

Pat Kenny
715-479-5036

Jack LaSee
715-223-4540

Board Members

Paul Buss
715-253-2490

Joe Mapes
715-592-4537

Lyle Banser
715-493-8016

Fly Night Coordinator

Dick Neitzel
715-891-7213



NCWLF Treasurer Report
April 2017

| <u>Checking</u> | | <u>Savings</u> | |
|-------------------------|-------------|------------------------|--------------|
| Balance Forward | \$ 2,020.07 | Balance Forward | \$ 36,649.14 |
| Checking Deposits | | Interest | .93 |
| Deposits | 225.00 | | |
| Checking Payments | | <u>Savings Balance</u> | \$ 36,650.07 |
| Cash | 100.00 | | |
| <u>Checking Balance</u> | \$ 2,145.07 | <u>Total Cash</u> | \$ 38,795.14 |

EAA ULTRALIGHT CHAPTER 75

North Central Wisconsin Lite Flyers
Application Form for Membership and Subscription

Mail Check Payable To:

NCWLF
P.O. Box 12

May we Send you an Electronic Version of the Newsletter? Yes No

e-mail _____

Name _____ Phone _____

Address _____

City _____ State _____ Zip _____

EAA # _____

Type of plane 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.

Send dues to: NCWLF P.O. Box 12 Schofield, WI 54476

This newsletter is a monthly publication of the North Central Wisconsin Lite Flyers and is free to all club members. Send items you would like included in the newsletter to:

Thomas L. Voss

15203 Short Lane Dr Marathon, WI 54448

*Items received by the 5th are considered for that months' publication.
Send comments, questions, suggestions, etc... to tvosswi@gmail.com*

March 2017 NCWLF Meeting Minutes

The March meeting of the NCWLF was held at the Merrill Airport terminal building. President Steve Krueger called the meeting to order with the ringing of the Payzer Bell (THANKS BOB!). Self introductions were followed by the reading of the secretary and treasurer reports which were accepted as read.

Old Business; Steve reported on the no-snow ski plane flyin at Oshkosh. Pilots were shuttled from Baslers to the Pioneer airport.

New Business; Steve had a thank you note from Carl Greene for the Chapter 75 donation to the Light Plane Safety Seminar. Steve also thanked Dave Meyer for manning our Chapter table at the seminar. A real nice article about Ron De-

terts MiniMax build was posted on the EAA website detailing how Ron built a wooden airplane from aluminum. (by cashing in used cans).

Jim Shnowske gave a preview of this springs planned flying adventure. The proposed route will take in the NASA museum at Moontown, Alabama, a "BIG

OLE CATFISH" dinner at CJs in Lafayette Georgia, the Beech Staggerwing museum and Jack Daniels distillery at Tullahoma TN, and a day or two near Nashville. Departing May 13th and should return on the 18th or 19th.

Larry Wenning gave a preview of a trip planned out to Idaho. The plan is to be out there by Labor Day for the Kitfox fly-in and spend a few days flying

some back country airstrips and head back home. Dates are August 28 to September 8th. Some mountain flying instruction is planned with Stick and Rudder Aviation.

Mike Weinfurter gave a report on a flyout he did with some friends to the Keweenaw Peninsula.

\$100 Drawing; Names drawn in order were...Tom Voss, Jeff Stone, Steve Krueger (who generously passed), Rich Prange, Terry Oestreich, Jim Palmer, Mike Cornelissen, and the winner is ..Steve Radant.

The next meeting will be Saturday April 15th at 10:30 at the Stevens Point Airport FBO.

Secretary...Jim Shnowske

Aluminum Can Built Mini Max by David Letting



In his 82 years of life, Ron De-tert has not gone a day without longing to be airborne. In his own words, "I am 82 years old, and still anxious to fly!" However, life has not always dealt Ron the cards needed to own a personal airplane and become a pilot. But with the help of some

ingenious fundraising, EAA Ultralight Chapter 75, EAA Chapter 640, and the rest of the Wausau aviation community, Ron has been able to chase his lifelong dream.

In 2002, he decided it was time to begin down the path of owning his own airplane. However,

with an ill wife at home and limited funds, Ron thought to himself, "I have to build my own, but how?" He settled on building his own MiniMax, but was in need of more money and resources.

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Next NCWLF Meeting April 15

Our next Chapter get together will be Saturday April 15th 10:30am at the Stevens Point Municipal Airport.

Hope to see you there!

Buy Sell Trade

✈ ZENITH 601XLB CONVENTIAL GEAR \$24,900. Wing mods done. Beautiful Mars red paint. Jabiru 3300 (120hp) - cruises at 120mph!, TTAE ~ 125hrs. Good STOL performance. Always hangered. All maintenance up to date - fresh (9/16) annual. All gauges work, carb. and cabin heat, engine oil heater, strobes, landing and nav lights. New Odyssey battery. Electric flaps and trim, ACK ELT. No damage history. Canopy cover. All plans, construction pics and maintenance logs. Located near Wau-paca, Wi. Carl Eichenauer 920-731-5037 OR 920-809-6211. Make Offer!

✈ 1998 Blue and Black Rans S-5 built by Rans as their show bird for EAA in 1998. Rotax 503 UL DCDI. Aircraft has 268 hrs and engine has 178 hrs. Lots of spare parts, 2 new carburetors, new muffler, radio, and test equipment and much more also go with it. Clear coated for UV protection, always hangered, Based in Antigo \$ 1 2 , 0 0 0 O B O . Pete Dernbach 715-350-9068

✈ 1997 Hy-Tex Hurricane Ultra 103 Free air 447 Rotax 240 hr. Powerfin Prop. 2 blade. Engine Information System. BRS Chute. Good Cond. Asking \$3000 OR

Buy Sell Trade

- will sell for \$2000 without engine and prop. Orlyn Hansen 715-683-2710
- ✈️ 1990 Kolb Firestar 503 Rotax \$4,500 David Breger 920-410-4671
 - ✈️ 1947 Luscombe 8A Half interest Qualifies Light Sport S/N 5689, N2962K Continental 65hp (A-65-8) Aluminum/blue, Cleveland brakes, New tail wheel, Skis, **Sporty's A300 Trans, ext ant, push-to-talk, intercom.** Airframe TT 3164 hours. 787 SMOH. STC autogas (SA730GK, SE634GL) Current annual 6/2010 Hangered Stevens Point, WI \$8,000 Charley White 715 344-5646
 - ✈️ 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.
 - ✈️ Type 8, B gear box, 2.58:1 ratio with 16.2 hours of run time. Bret Taplin 715-341-4093 . btaplin@msworldnet.com
 - ✈️ **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

Aluminum Can Built Mini Max by David Letting

(Continued from page 3)

Shortly after the bench for the build was ready, Bill Markstrum, EAA 90501, a fellow member of Ultralight Chapter 75, was at a family reunion when he noticed all of the attendees throwing away their used aluminum cans. Bill decided he would start saving his aluminum cans so that Ron could turn them in for credit to fund his MiniMax.

In the early stages of the can saving Syd Cohen, EAA Lifetime 98446, offered the garbage barrels in his hangar as a collection point for the cans. As the **word of Ron's aluminum can fundraiser** began to spread, **Syd's hangar became the dumping ground** for aluminum cans collected by the Wausau Airport community, Chapter 640, and Ultralight Chapter 75.

As soon as the eight barrels in **Syd's hangar were full, Ron** would make a trip to the local scrap facility. On a typical visit, Ron would make roughly \$20 to \$30, which he immediately put toward aircraft parts. Once the parts were ordered, he would work on his MiniMax until he was able to make another trip to the scrap yard. Little by little, Ron made progress on his project. Even if it was just a \$30

purchase of AN bolts here or a \$28 purchase of wood there. While the fundraising contin-



ued, Ron started to get larger donations. There would be days he would show up to the airport, and there would be four or five bags of aluminum cans **stacked outside of Syd's hangar.** Pilots from far northern Wisconsin would load up their aircraft with garbage bags full of aluminum cans, and fly down to Wausau just to donate the cans to the project. Steve Kruger, president of Ultralight Chapter 55, even donated the scrap aluminum from his Quicksilver MX so that Ron could have the funds from that scrap. Ron described the kindness of these **donations as, "The EAA spirit, we are here to help one another, whether we are friends or strangers."**

Perhaps the biggest donations to the project did not come in the form of aluminum. One afternoon, Bill was visiting **Ron's residence to inspect the progress** on the aircraft. After

examining some of the drill holes that Ron had completed, Bill knew they would not suffice. **"Oh my, those drillings are too elongated."** The words that Ron feared, as he was using a used drill press that his wife has purchased him at a garage sale.

The next morning, there was a knock on the door. Bill was back, but with a surprise. He insisted that Ron go around to the back of his truck and open it up. There it sat, a brand new drill press. Ron got back to work.

Working with limited funds and an out of date drill press were not the only hurdles that Ron had to clear. Ron was working out of his garage at home; a small, unheated, one-car garage, in north central Wisconsin. This forced Ron to complete much of his work during the period from April to October.

To continue his work, even when temperatures dropped below 72 degrees, Ron created his own temperature-controlled area. While blowing warm air into his workspace, he would enclose the area with cardboard to keep the temperature at a consistent.

Ron continued to chip away at his MiniMax until 2013 when his wife succumbed to her ill-

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Aluminum Can Built Mini Max by David Letting

(Continued from page 4)
ness. During this time, he took a rather lengthy break from building but the itch to finish his project would not stay away for long.

As Ron got back to work on the airplane, the project became more financially stable, allowing him to work at a quicker pace. At this point, Ron knew it was time to pass along his "Aluminum Can Airplane Fund Enterprise," as he called his unique fundraiser, to another deserving builder.

It did not take long for Ron to find the next candidate: Jack Lasee of Mosinee, Wisconsin, is 18 years old and, as is the case with many folks at this age, the financial barrier is one of the biggest hurdles to clear when building an airplane.

Jack started his project, a Pietenpol, when he was 15 years old and has since nearly finished the fuselage and tail feathers; both sections just need to be covered.

As for Ron's MiniMax, he completed the project in summer of 2016 with roughly 15 percent of the cost having been covered by aluminum can donations. Since Ron will operate his MiniMax under FAR Part 103 and has not had much flight training recently, he did not want to conduct the first flight. In his place, Steve Krueger, president of EAA Ultralight Chapter 75, made the first flight on August 8, 2016.

Steve, a CFI and the proud owner of an Aeronca Champ, has agreed to give Ron the flight training necessary to safely operate his MiniMax.

"Steve said that he will not even let me taxi the MiniMax until he's satisfied with my skills in his Champ, which I agree with wholeheartedly because EAA is all about safety, safety, safety," Ron said.

Ron's MiniMax project is not the only one in the history of homebuilt aircraft to be funded by such a unique fundraiser, and it will not be the last. However, to Ron it represents exactly what EAA stands for. He could not express enough that without the support and knowledge of his fellow EAA chapter members, his project would have never made it to the sky. Ron wants aspiring builders and pilots to know that all it takes is "desire, perseverance, love, and the EAA spirit" to make your aviation dream become a reality.

Membership Dues

Is your membership expiring?

Is this your Last Newsletter?

Check your mailing label or watch for an email notification.



Send your membership dues today
NCWLF

PO Box 12
Schofield, WI 54476

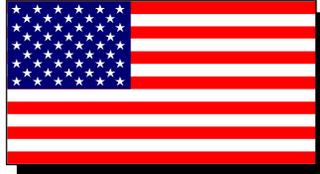
Calendar of Events

| | |
|--|---|
| April 4-9 Sun N Fun Lakeland FL | August 13 Musky Day Fly In Boulder Junction |
| April 15 Chapter Meeting Stevens Point | August 19 Chapter Meeting |
| May 20 Chapter Meeting | September 9 Merrill Airport Day |
| June 17 Chapter Meeting | September 16 Chapter Meeting |
| July 15 Chapter Meeting | October 21 Chapter Meeting |
| July 24 -30 EAA AirVenture Oshkosh | November 11 Chapter Meeting |

December 9 Chapter Meeting

Events are preliminary and are subject to Change. Calendar of Events is updated monthly. Contact Tom Voss to list events in subsequent newsletters.

tvosswi@gmail.com



Other Area EAA Chapters

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

EAA 41 Oshkosh
Peter Carlson
pjcarl@athenet.net

EAA 640 Wausau
Scott Feldbruegge
feldbruegge@charter.net
715-573-5199

EAA 992 Marshfield
Chris Owens

EAA 1577 Three Lakes
Elliot Halyburton
815-474-2774
eaal577@gmail.com

