



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476



Editors Notes

by Bill Markstrum

I'm several days late in getting my copy to Tom and Mark for publication this month, very bad timing since our annual get-together at the Merrill airport is this coming Saturday. Most certainly I won't get a "cost of thinking" increase in pay from the chapter this year.

While the flying may have tapered off due to the cold and snowy weather, this time of year keeps us plenty busy, planning for the holidays, gift buying and preparing our homes for guests and family.

Like many of you, I too, spent the better part of Thanksgiving week in our beautiful northwoods, deer hunting. For the first time in several years, nature gave us a snowy opening day, certainly an advantage to the hunter. The slightest movement is easily seen against the snow and any creatures' natural camouflage is useless. It worked for me in that I was able to zero in on my deer at 0640 opening morning. I didn't leave my stand for a couple of hours, knowing that the deer could not have gone far. While I couldn't follow it's movement through the woods after I shot, due to the snow covered branches, I was able to go directly to it just by observing nature. I noticed

some crows coming and going from a certain area, and sure enough, there lay my deer. It could be said that I used "aerial reconnaissance".

Due to my lack of mobility, I've had to give up the quiet, stealthy movement through the woods that I used to enjoy. I now hunt from the

I now hunt from the elevated stand my son built for me. I'm sure you have heard of Trump Towers in New York? I call mine the "Stump Tower, Luxury Suite"

elevated stand my son built for me. And what a stand it is! I'm sure you've heard of the Trump Towers in New York? I call mine the "Stump Tower, Luxury Suite". It's so warm and comfortable that after dispatching my deer on opening morning I was able to both keep an eye on the woods and write my Christmas poem that you will find elsewhere in this letter. I had some concern that my poem might be too religious for some, but I find that those of us who fly have a very close relationship with the Lord. Amen!

My counterpart in chapter 640, Newsletter Editor Syd Cohen, always hand delivers (professional courtesy?) a copy of his newsletter a day or two before ours goes to

press. With Syd having a hangar on the inside of the airport fence, he has a finger on the pulse of happenings at the Downtown Airport. He reports that Rick Coe, who recently completed and is flying his beautiful yellow Zenith STOL, has started another project, a 19AR F4-U Corsair. This reduced

scale, bent-wing warbird will be powered, Syd reports, by a seven-cylinder Rotax radial engine!

I never knew such a horse existed. Have to ask our "Mr. Rotax", Gordy Radtke about that one. Anyway, good luck with the project Rick, we'll be watching this one closely. Syd also reminds us Wausau area flying buffs that every Tuesday evening Syd shows flying movies at his hangar. Show time is 6:30 and just push the doorbell at the gate and someone will leave you in if you don't have a key. Flying movies, friends and popcorn, a great combo. I noticed in the December Sport Pilot, page 6, Members Forum, our own Joe Norris, now EAA Aviation Services, is getting very high-tech. Many of us grew up with the assumption that most light planes of our time, including the Cub,

(Continued on page 3)

Vol 10, Issue 12
December 2005

Inside this issue

Editors Notes	1
Treasurer Report	2
Officers	2
Membership Form	2
My Kitfox Flies	3
Next Meeting	3
Chapter Raffle	3
Chapter Calendars	4
November Minutes	4
Calendar of Events	5
Buy Trade Sell	6

Greatest Lies in Aviation

#17 This plane outperforms the book by 20 percent.



OFFICERS
5/06 NCWLF

North Central Wisconsin Lite Flyers
PO Box 12
Schofield, WI

President

Steve Krueger
715-536-8828

Vice President

Robert Payzer
715-385-2979

Secretary

Jim Shnowske
715-693-4254

Treasurer:

Steve Norris
715-675-2876

Board Members:

Dan Marlenga
715-359-7377
Gordy Radtke
715-359-5343

Newsletter Editor

Bill Markstrum
715-845-8673

Web Editor:

Tom Voss
715-443-2835

Videographer:

Ron Detert
715-845-1340

Safety Directors

Carl Greene
715-854-2111
Pat Kenny
715-479-5036
Jack LaSee
715-223-4540

Tech Counselors

Steve Kuchera
715-845-8673



NCWLF Treasurer Report November 2005

Balance Fwd	\$ 1,400.07		
Checking Deposits		Disbursements	
Dues	20.00	Postage	17.39
Donations	120.00		
Total Deposits	\$ 140.00	Total Disbursements	\$ 17.39
		Checking Balance	\$ 1,522.68
		Savings Balance	\$ 504.97

EAA ULTRALIGHT CHAPTER 75
North Central Wisconsin Lite Flyers
Application Form for Membership and Subscription

Mail Check Payable To:
NCWLF
P.O. Box 12
Schofield, WI 54476

Date _____

Name _____ Phone _____

Address _____

City _____ State _____ Zip _____

USUA# _____ EAA# _____

Type of Ultralight 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.

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

Thomas L. Voss

15203 Short Lane Marathon, WI 54448

tvoss@pcpros.net

Items received by the 5th are considered for that months' publication.

Change of address and membership inquiries should be directed to:

Steve Norris (715) 675-2876

Comments, questions, suggestions, etc... can be sent to tvoss@pcpros.net

Editors Notes cont... by Bill Markstrum

(Continued from page 1)

used the common Clark Y airfoil. Not so, says Joe. It has a modified USA35B airfoil. Reminds me of a conversation I had with

Lenard Milholland, designer of the Legal Eagle. When I commented that his chosen airfoil appeared to be a "fat" 'Clark Y, he answered, "That, sir, is an LP-2 airfoil,

Lead Pencil no. 2".

My best to all of you for the Holiday season and the coming year.

Bill Markstrum

My Kitfox Flies

Part 1 of a 2 part series.

Originally posted to the Kitfox and Avid internet forums

After years of effort, and twelve million delays, my Model IV-1200 Kitfox finally took to the air Saturday November 12th, 2005.

And the first flight happened in the nick of time I may add. Because I was so insistent that this 'Fox was going to be a seaplane, I spent a lot of extra time struggling with the installation details for the Aerocet amphibious floats. And while I struggled with working in the backyard (the 'Fox

sat too high on the floats to fit in the garage any longer), Wisconsin's winter was nipping at my heels. Brrrr... But having 7,000 acres of water runway right in front of my house, I really wanted to do the initial flight off the water. Well, I got lucky. Saturday brought a warm 58 degrees and clear sunny weather (incidentally, that's

twice as warm as our normal average for this time of the year). And it was without question my last opportunity to do the flight off the water, as the weather turned windy and cold by late Saturday afternoon! By the following Saturday we had 4 inches of snow on the ground, and ice on the lake. Whew! That



My outdoor workshop

was close. I really did get that flight in at the last opportunity.

I assembled a 45 second mpeg video (3.5 mb) of the first flight. It is available for viewing on the Lazair Kitfox website. Just click on this link <http://kitfox.lazair.com/movies/paulfloats.wmv> and with any luck you will be able to see it. Also, make

sure to check out the other cool videos, pics, and forum stuff on that site. Their direct address is <http://kitfox.lazair.com/> I will post still pictures on www.sportflight.com under the completions section, and will also put some pics up on the Lazair Kitfox site.

For any of you that are interested in more of the specific flight details, here's my "mini-book" with more specifics: After launching the Kitfox in the water and making sure it wasn't going to sink, I water taxied for about an hour at all various speeds. This allowed me to make sure the

engine and the airframe were operating as intended, and gave me a very good feel for the airplane (on water at the higher speeds you essentially are "flying" the airplane, using all the controls and engine power much like you would when flying at lower air speeds. So it is a very good way to get a good feel

(Continued on page 4)

Next NCWLF Meeting December 10

Our next meeting is Saturday, December 10th at 12 O Clock at the Merrill Airport. **(note unusual time and one week earlier)** This is our annual Potluck get together with EAA 243 & 640. Bring your holiday spirit and a big appetite.



Chapter 75 Raffle

We are raffling an EAA Leather Vision of Eagles jacket. Tickets available at the December meeting. All tickets and money must be turned in at the January meeting when the winning ticket will be drawn. Please contact Jim Cote 715-868-6669 for tickets or information. Good Luck!

Chapter 75 2006 Calendars

We are happy to report that the our very own Chapter 75 calendars will be available for pick up at our December meeting in Merrill. We don't know the exact price yet, but it should be around the \$15-\$16 range. To get a better price we ordered extra calendars. The extras are available on a first come basis. A special thank you to Tony Borchardt and help from Steve Norris for making this project possible

November Meeting Minutes

5 planes flew in to the November 12 meeting at Jim Jakel's barn in Abbotsford. President Steve Krueger called the meeting to order at 1:30. Introductions of the approximately 30 members were made. The treasure's report was given by Steve Norris. Steve Krueger read the min-

(Continued on page 5)

My Kitfox Flies - cont...

(Continued from page 3)
for an airplane). And I learned quickly that this Fox wanted badly to fly anytime the speeds approached the 40 mph mark. That was very encouraging, and I at times found it very difficult to resist letting it lift off. But since me and my safety crew had spent a lot of time preparing a "first flight plan", I slowed things down a bit and stuck to the original plan of just step taxiing for now (that served well to keep my wife Ann, and my friends on the safety boat happy).

The Aerocet amphibious floats handled beautifully, and exhibited no unusual handling characteristics. And the 81 hp Rotax 912 engine ran flawlessly, easily bringing the Kitfox up on the step immediately after full power application. It seemed to have plenty of power, even though my IVO in-flight adjustable prop at minimum pitch wouldn't allow for more than 5100 rpm static the day before when tied to a tree wide open. Other than the lower than desired static rpm issue, from a seaplane pilots viewpoint, it felt like everything was right for the first flight. So after refueling, and then giving everything one final look over (hoping to avoid using any of that emergency plan stuff), I taxied back out into the bay. Once the safety boat gave me a thumbs up to say they were in position and

ready, I radioed my intentions to takeoff past the boat, and lined up into the wind. Both me and the Kitfox were ready!



Ann and I next to the plane

Making a final cockpit check, and rethinking one last time the worse case scenario emergency action plans, I looked left and right making sure my takeoff area was clear. One last radio call, and it was time. Applying full power while holding full up elevator, the little yellow Kitfox amphib plowed through the water as the bows of the floats raised their way up to the surface of the lake. Within seconds, the water spray was all behind me and I was planing across the surface with the speed building steadily. Man, it felt good! Smooth and stable. No porpoising, and was easy to keep her in the right attitude for takeoff. Finding the sweet spot was very easy (the position on the float bottom where the airplane balances hydrodynamically, and allows the wing angle of attack to be adjusted for liftoff with stick back

pressure). Only having gone a third of the distance I expected liftoff to occur at, the speed was nearly at 40 mph already. Without even

trying, at a little over 40 mph she lifted off all on her own. Wow, what a rush! It flies! Concentrate, concentrate Paul... ok, ok. The Fox was flying very steady and stable at 80 mph at 5000 rpm so I climbed a few hundred feet. Knowing I had miles of water in front of me if I

needed to set her back down was a reassurance that ran through my mind just momentarily, as the Fox flew so exceptionally nice that I just proceeded with the original plan of circling the large island in front of my house so that everyone on the safety boat could keep an eye on my position should something go wrong. But after making 6 circuits around the island at various altitudes and speeds (of course while also providing the boat with a lot of photo & video opportunities), and verifying good engine temps and pressures, as well as overall airframe controllability and handling, I climbed a couple thousand feet (at 1,000 fpm according to my VSI), and then slowed the Kitfox down to explore more of the flight envelope. After slowing to 50 mph I put on flaps one notch at a time, checking for aileron effectiveness (the gear up handle limits right aileron movement somewhat due to



NCWLF Calendar of Events

November 12, 2005 Chapter 75 Meeting
Abbotsford, Wi Jakel Field at the Barn 1:30 pm

December 10, 2005 Chapter 75 Meeting
Merrill Airport 12:00 pm. Potluck with EAA 243 and 640

January 21, 2006 Chapter 75 Meeting & Christmas Party
Wausau Airport Syd Cohen's hangar

February 18, 2006 Chapter 75 Meeting
Location To Be Determined

March 4, 2006 Wisconsin Safety Seminar
WI Rapids

March 18, 2006 Chapter 75 Meeting
Location To Be Determined

April 15, 2006 Chapter 75 Meeting
Location To Be Determined

May 20, 2006 Chapter 75 Meeting
Spencer, Wi John Verfuert's

June 17, 2006 Chapter 75 Meeting
Oshkosh, Wi Ultralight Day Pioneer Airport

June 17-18 2006 Ultralight Day
Oshkosh, Wi Pioneer Airport

July 15, 2006 Jim Jakel Barnstormer Fly In
Abbotsford, Wi

July 24-30, 2006 AirVenture
Oshkosh, Wi

August 13, 2006 Musky Day Fly In
Boulder Jct., Wi

August 19, 2006 Chapter 75 Meeting
Location To Be Determined

September 16, 2006 Chapter 75 Meeting
Location To Be Determined

October 21, 2006 Chapter 75 Meeting
Location To Be Determined

November 11, 2006 Chapter 75 Meeting
Abbotsford, Wi

December 9, 2006 Chapter 75 Meeting & Christmas Party
Merrill Airport with 243,640



**Happy Holiday
From
NCWLF**

November Meeting Minutes cont...

(Continued from page 4)

utes from the last meeting. Both were approved.

Old Business: The Chapter 75 raffle for the EAA Vision of Eagles jacket continues through December. The drawing is to be held during the January 12 meeting. Need not be present to win. Tickets are 6 for \$5. Ticket stub and money needs to be turned in at the January meeting. Money raised by the raffle stays in our chapter. The top ticket seller will be awarded an EAA World of Flight Calendar . Contact Jim Cote at 715-868-6669 with any **q u e s t i o n s** . Submit Chapter 75 2006 calendar pictures to Tony Borchardt by the end of this week. Steve Norris is taking orders for the calendar. Bill Markstrum and Chapter 75 thank Tom Voss for doing a wonderful job on the

(Continued on page 6)

Check these websites for other events

www.dot.state.wi.us/dtid/boa

Calendar of Events is updated monthly.

Contact Tom Voss tvoss@pcpros.net to list events in subsequent newsletters

November Meeting Minutes cont...

(Continued from page 5)

new s l e t t e r .
New Business: A motion was made by John Kirstein and 2nd by Jack LaSee to purchase 3 tables to be shared with the local chapters. They will be stored in the chapter 243 trailer. We are looking for a large TV for movie night at Syd's hangar.

Russ Post made a motion to purchase 2 additional plastic storage tubs for chapter tapes. A builders report was given on John Szigat's Challenger and on Lyle Banzer's Rans S-6.

Thanks to Jim and Jenny Jakel for the food, drink and hospitality. Next meeting is a combined chapter meeting at Merrill on December 10th.

Meeting was adjourned and food served. Minutes taken by Paul Buss

Buy Trade Sell

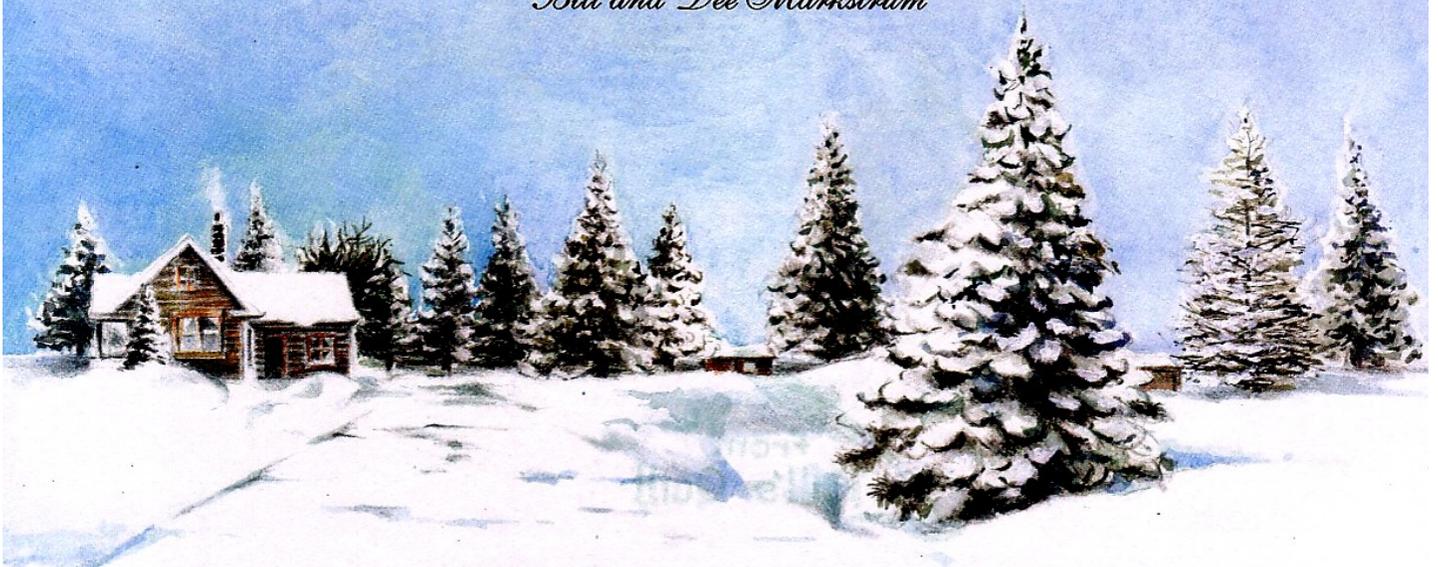
- ✈ Rans S-18 Amphibian. 15 hours. Pneumatic retract system, fiberglass floats, 2 seat tandem. \$15,000.00 without engine. \$30000.00 with a 912S engine. Wautoma. M a r t i n Goochmac2@aol.com
- ✈ 2003 Quicksilver GT400, 19 hrs. Built in 2004. Fogged when put away. 503 DCDI, Oil Injection, 12 gal tank, Dual CHT gauge, Dual EGT, Fuel Gauge, Altimeter, Airspeed, Tach, BRS750 new May 2005, All material clear-coated. 3 Strobes, Brakes, Electric Start, Externally mounted radio antenna, Swivel tail wheel, Includes new GT500 windshield still in box. \$20,500 Bill & Jan Boeck 262-886-9828, 262-497-3953
- ✈ 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
- ✈ Subaru engine, 1800cc, 75HP, Carburetor, exhaust, electronic ign.
- Was on aircraft and running excellent. Also on engine, is a new reduction drive, ordered from Rotary Airforce, made for the 1800cc engine. Set up with a Warp Drive Prop. Prop has some nicks in it. Asking \$2,500.00. Pat Kenny, 715-479-5036
- ✈ Quicksilver GT400 25 hrs on new Rotax 503 with "B" box. New muffler and carbs. Warp Drive Ground Adjustable Composite Prop. Electric Flaps, Strobes, Hagar Hydraulic Brakes, 750 BRS Chute with 3.5 yrs before repack, Dual EGT, CHT, Tach, Air Speed, Hobbs, Fuel Gauge, Oil Light, Altimeter. External antenna, set up for GPS and ICOM radio. Mark Smith positive steering front gear, GT500 Large Pod, Doors for winter flying. Recently overhauled new cables, push pull tube, fuel lines, wiring, other parts. Always stored inside, 100% airworthy. Hangared in St. Paul MN. Make reasonable offer. Tom Ashenmacher Hudson, WI 651-768-2643 tgashenmacher@mmm.com
- ✈ Looking for a reasonable 85 or 90 hp continental engine with all accessories. Harv Kinderman 715 358-9951 kayharv@newnorth.net
- ✈ Acro Sport biplane, needs engine and some instruments. Hangared at the Wausau Airport. \$8,500 Bill 842-7573.
- ✈ Looking for a long ratio C or E box for Rotax 503 DCDI 2.88 or 3:1 Richard Penney 715 235-2190
- ✈ Challenger completed in 1997, Single Seat, 230 hrs AF&E, 503 Rotax with Carbon Fibre Warp-Drive Prop, Nickel-edge Dual CID Ignition, Icom A2Z Nav/com, Strobes, Garmin Handheld GPS Mounted, Cabin Heat off Exhaust, Plexiglas Doors, Skis, Extra prop and other stuff. Asking \$14,000.00 Ed Johnson 715-287-3263.
- ✈ Kitfox Lite. Low time 2si engine, BRS chute, trailer and transport package available. Pictures at <http://www.geocities.com/Pipeline/Reef/9058> Asking \$14,000. Tim Duquaine DePere, WI tduquaine@new.it.com
- ✈ Looking to trade a 26 ft GMC motorhome for a Cherokee 180, 160, 140 or a Cessna 172. Something to train in and build hours. Does anyone have a Falcon XP for sale or trade, flying or a project? I also have a nice 18 ft sailboat I could trade for a Falcon-XP. Ron 573-348-4654 rbeller@midmo.com
- ✈ Titan 1 with custom paint - 582 Rotax with 0 rebuild time on engine. Fully updated by Gordy Radtke. Jump seat option / BRS-5 chute. Full instrumentation with EIS. \$ 18,500 Tim Hannagan 92 0/734-8682 Appleton, WI



The boughs lay heavy with snow,
As we walk through the forest and glen,
While the bears, much smarter than we,
Are sleeping, already in den.
While nature tucks in for the winter
And our homes, too, are covered with snow,
Behind each snow-covered sill
The lights of Christmas all glow.
The lights and carols remind us
We'll soon celebrate that day,
When Jesus Christ was born
To show us the light and the way.
His message seems often forgotten,
As we view the world and its strife,
But we pray His peace will be with you,
Now and all through your life.

*Wishing you a very Merry Christmas
and a Happy, Healthy New Year*

Bill and Dee Markstrum



<http://www.pcprows.net/~tvoss>

Schofield, WI 54476

PO Box 12

Wisconsin Lite Flyers

North Central

EAA UL Chapter 75

