



# EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476



## Editors Notes

by Bill Markstrum

Greetings from the "in transition" Wausau Downtown Airport. Specifically, they are tearing down the existing four-foot high fence and replacing it with a ten-foot high security fence to keep out those dangerous "terrorists". As airport manager John Chmiel said, the terrorists they were most concerned about were the four legged, furry types known as deer. It's scary enough to encounter them on the highway in a car but it can be really tragic to collide with one on a committed landing, expensive and potentially deadly.

The existing fence removal and replacement is being handled very diplomatically and with great consideration for residents adjacent to the airport. If you're in the habit of landing "on the numbers" just over the fence, remember, the fence is now six feet taller!

There was plenty of flying, fun and food at the ninth annual Blume-Voss fall fly in on the 18th and 19th of September. The combined get together with chapter 243 had everything going for it, good weather, good food and camaraderie. Syd Cohen of 243 announced at the meeting that a "small"

aircraft rebuild project had come to his attention. To better explain the project, I will borrow Syd's write up with picture from his chapter 640 newsletter entitled "A Combined Chapter Project" (to be found elsewhere in this publication). By the way, the wingspan of this old Waco

*The earth in it's dutiful orbit  
Around our faithful sun,  
Has tilted once more to the North  
And shortened our flying fun.  
But make the most of these shortened days  
Like squirrels laying in for the freeze,  
And stock your memory bank  
With visions of crimson-clad trees.*

glider he writes about is just under eighty feet! Lets see now, we could make at least three ultralight wings from that.

Steve Krueger, as usual, was very generous in giving introductory rides in his Quicksilver. Lyle and Mary Banser flew in with their Quicksilver and Lyle was just as generous with his time and fuel in giving rides. Lyle, once a student of Steve's, has advanced rapidly in his flying abilities and is already a Basic Flight Instructor in ultralights. We hear that he and wife Mary are purchasing a Rans S 6. Apparently this is beyond rumor stage because their two place Quick is already

listed in our ad section.

Another chapter social event was held at Dick and Geri Lee's on October 4th. The flying weather was not the best so the few attending were drive ins. As usual, Dick had his thirty-gallon garbage can "Polish Luau" filled to the top with ham, sausage, cabbage, carrots, onions, potatoes and more, expecting the usual forty to fifty people. The lucky ones able to attend were only in the low twenties and we all went home with "for later" bags of food. As you know, meals like this are even tastier a day or two later.

Dick and Geri will be moving to Illinois after their beautiful lake side home is sold, so this was probably the last of many memorable Luaus. We thank you, Dick and Geri, for your generous hospitality over the years. We wish you health and happiness in your new location. Keep in touch.

Dick has sold his airstrip and hangars to his next-door neighbors, Scott and Barb Gehrick. Since this Luau was almost totally an eating and talking session, we got well acquainted with the

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**Vol 9, Issue 10  
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### Greatest Lies in Aviation

#32 Of course I know where we are.

2004 NCWLFW Officers

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Schofield, WI

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## NCWLF Treasurer Report September 2004

<b>Balance Fwd</b>	<b>\$ 814.52</b>	<b>Disbursements</b>	
<b>Checking Deposits</b>		Postage	17.39
Dues	47.00	Fly-in Chicken	166.70
Donations	198.00	Fly-in Supplies	85.54
<b>Total Deposits</b>	<b>\$ 245.00</b>	<b>Total Disbursements</b>	<b>\$ 269.63</b>
		<b>Ending Balance</b>	<b>\$ 789.89</b>
		<b>Savings Balance</b>	<b>\$ 503.28</b>

**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)*

Gehricks. Scott indicated that we were welcome at his strip any time and that in a low fuel emergency, there was always gas in his hangar, even if they were not in residence at the time. Sort of like the emergency food in an old trappers cabin. A nice tradition.

At our last meeting with the effervescent chapter member, Pat Kenny and his wife Debbie at the Blume-Voss fly in, Pat was proudly showing pictures of the "basket case" Mariner he had purchased from Ed Mux and beautifully restored. We're sorry to report that Pat had a severe crash at his home field Eagle River airport. The plane, by all reports, is again a basket case. Pat,

we're happy to report, is recovering from his life threatening injuries; broken ribs and sternum, one punctured lung, two broken ankles and face and head injuries. It seems his seat belt broke on impact and he was thrown from the plane. He was airlifted to the Marshfield hospital and I believe is now recovering at home. Our prayers and best wishes for a speedy recovery go out to you Pat. I'm sure he would appreciate hearing from you. His address is 4324 Daisy Lane Eagle River, Wi 54521.

In the last issue of the Private Pilot magazine, editor Norm Goyer had some comments concerning happenings at this summers AirVenture. It seems that the

new Young Eagles spokesperson, Harrison Ford, declined to take a ride in an ultralight, proclaiming that he had a "strong desire to keep living". Norm suggested perhaps they would have to change the program to "Young Dodos". Conversely, FAA Administrator, Marion Blakey welcomed the chance to fly with our own Ken Snyder in his Quicksilver. Indeed a good sign for the continued success of the ultralight category.

Happy and Safe Flying  
Bill Markstrum

P.S. But stay "out" of those trees!

## About The Sport Pilot Certificate

The sport pilot certificate is a new pilot certification category created by the Federal Aviation Administration (FAA) specifically to address the desire of individuals wishing to fly aircraft primarily for recreational purposes. A sport pilot may only operate an aircraft during daylight hours (civil twilight).

The requirements to earn a pilot certificate in this category are aimed at teaching the core knowledge that individuals must understand and demonstrate in order to safely operate in the airspace system. By passing a knowledge

(written) and practical (flight) test, a prospective sport pilot will demonstrate the proficiency necessary to operate a variety of aircraft safely.

Sport pilots will be limited to operating aircraft that meet the definition of a light-sport aircraft. That includes aircraft in the following categories:

- Airplanes (single-engine only)
- Gliders
- Lighter-than-air ships (airship or balloon)
- Rotorcraft (gyroplane only)
- Powered Parachutes
- Weight-Shift control

aircraft (e.g. trikes)

A sport pilot applicant must:

- Be a minimum of 16 years of age to become a student sport pilot (14 for glider)
- Be 17 years of age before testing for a sport pilot certificate (16 for gliders).
- Be able to read, write, and understand the English language.
- Hold either a valid airman's medical or a valid U.S. driver's license as evidence of medical eligibility (provided you do not have an official denial or revocation of medical eligibility on file with FAA).

*(Continued on page 4)*

## Next NCWLF Meeting October 16

The 2<sup>nd</sup> annual Chapter 75 Crivitz Harvest Fly-In is on Saturday, October 16th at the Crivitz Municipal Airport. Chapter 75 will have its meeting in Carl's hangar at noon. Once again deep fried turkeys will be provided along with some extras. If you want to bring something to round out the meal it will be appreciated.

Chapter 75 is co-sponsor along with FOCA (Friends of the Crivitz Airport) for a Young Eagle Rally that day. Young Eagle rides from 8:00 am until 3:00pm, so watch for traffic, monitor and call your intentions using 122.8 on your radios, as you approach the airport. We may be doing some precision events for those that can stay past 3:00pm. If arriving by car; take Hwy 64 east to Hwy

*(Continued on page 4)*

## Next NCWLF Meeting October 16 cont...

*(Continued from page 3)*

32/64, turn right on Hwy 32 toward Mountain. At Mountain turn left on Hwy W. Follow W approx 20 miles until you see a restaurant called Lynda's Sky Harbor, which is at the corner of Airport Rd. and Hwy W, turn right on Airport Rd. and continue 1/10th of a mile watch for a sign that directs Ch. 75 parking. If you miss this turn, you will end up by the Young Eagle public parking.

Hope for calm flying weather so we have a good showing of ultralight aircraft. Hope to see you there.

## About The Sport Pilot Certificate cont...

*(Continued from page 3)*

### Medical Certification

To obtain a sport pilot certificate you must have either an FAA airman medical certificate or a current and valid U.S. driver's license issued by a state, the District of Columbia, Puerto Rico, a territory, a possession, or the Federal government, provided you do not have an official denial or revocation of medical eligibility on file with FAA.

You then must comply with the restrictions placed on whichever method you choose. For example, if you choose to use your driver's license as your medical certificate, you must comply with all restrictions on that license. In addition, and this is very important, you must not act as a pilot-in-command of an aircraft if you know or have reason to know of any medical condition that would make you unable to operate the aircraft in a safe manner.

However, a pilot who has had his or her last medical "denied" or "revoked" by FAA will be required to obtain a special issuance medical (or alternative evidence of medical eligibility under a separate procedure being developed by FAA) before being allowed to base his or her medical fitness solely on driver's license requirements. Restrictions on a sport pilot certificate:

- no flights into Class A airspace, which is at or over 18,000' MSL;
- no flights into Class B, C, or D airspace unless you receive training and a logbook endorsement;
- no flights outside the U.S. without advance permission from that country(ies)
- no sightseeing flights with passengers for charity fund raisers;
- no flights above 10,000' MSL;
- daytime flight only; no night flights
- no flights when the flight or surface visibility is less than 3 statute miles;
- no flights unless you can see the surface of the earth for flight reference;
- no flights if the operating limitations issued with the aircraft do not permit that activity;
- no flights contrary to any limitation listed on the pilot's certificate, U.S. driver's license, FAA medical certificate, or logbook endorsement(s);
- no flights while carrying a passenger or property for compensation or hire (no commercial operations);
- no renting a light-sport aircraft unless it was issued a "special" airworthiness certificate; any qualified and current pilot (recreational pilot or higher) may fly a light-sport aircraft;
- a light-sport aircraft may be flown at night if it is properly equipped for night flight and flown by a individual with a private pilot (or higher) certificate who has a current and valid FAA airman's

medical certificate.

How will it make flying easier/more hassle-free for me?

New pilots seeking a sport pilot certificate will be able to learn how to fly powered aircraft (fixed-wing airplanes, weight-shift trikes, powered parachutes, gyroplanes, or airships) in as little as 20 hours of flight instruction, saving both time and money. (Note: Your flight instructor will make the final determination as to your readiness to take a practical flight exam.)

Student pilots currently working on a private pilot certificate will be able to apply their training toward a sport pilot certificate and operate under sport pilot privileges until such time as they choose to complete the requirements for a private pilot rating. All time logged as a sport pilot can be applied toward higher ratings.

Private pilots or higher with a current medical certificate and flight review can fly any light-sport aircraft in the categories and classes for which they are rated, creating more opportunities for them to own or rent light-sport aircraft.

Private pilots or higher may also choose to exercise the privileges of a sport pilot and operate any sport-pilot eligible aircraft in the categories or classes in which they are rated using their valid driver's license or third-class medical as their medical certification.

*(Continued on page 5)*

## About The Sport Pilot Certificate cont...

*(Continued from page 4)*

If I become a sport pilot, what can I fly?

An aircraft that meets the definition of a light-sport aircraft may hold an airworthiness certificate in any one of the following categories of FAA certification:

- an experimental aircraft, including amateur-built aircraft, for which the owner must construct more than 51-percent of the aircraft.
- a Standard category aircraft; that is, a ready-to-

fly aircraft that is type-certificated in accordance with FAR Part 43.

- a Primary category aircraft; that is, a ready-to-fly aircraft that is type-certificated in accordance with Primary category regulations.
- a special light-sport aircraft
- an experimental light-sport aircraft.

Why does EAA think this is an important initiative?

Overall the sport-pilot rule makes becoming a pilot and owning an aircraft more

affordable and less time consuming for many people, while still ensuring that the safety of aviators and the public is maintained. It will reduce the hassles that have hampered many people from realizing their dream to fly.

EAA has been extremely active in the effort to make the sport pilot rule a reality by facilitating discussions among manufacturers, working with government representatives, and working to make pilots and enthusiasts aware of this opportunity.

## Combined Chapter Project

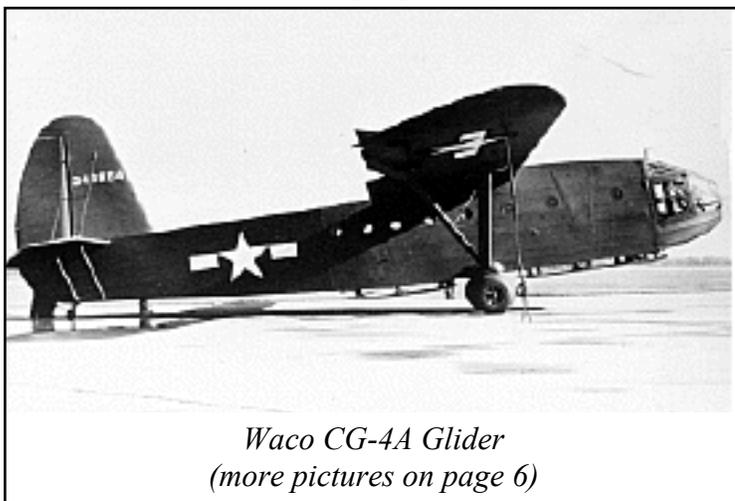
Jack Chmiel visited Iron Mountain, MI a few weeks ago and found that a WACO CG-4A Invasion Glider project had been donated to the Menomonee Range Historical Foundation Museum. They are looking for a group to restore it for them. It was built by the Ford Motor Company in a large factory in Kingsford, MI, one of 4,190 that Ford

produced during WW II. This one, 45-16273, was sold to a private party and used as a hunting shack, among other things. It is huge! I have talked to members of EAA Chapter 243 and 640, and they are interested in working on it. The fuselage will be in Syd Cohens heated hangar in Wausau, and we could work on it in small groups. Many

parts have been donated, and the museum will fund the materials needed. What do you think? Let's talk about it at the October meeting.

You can see a picture of a similar glider at <http://www.exploringthenorth.com/gliders/display.html>

Steve Krueger



*Waco CG-4A Glider  
(more pictures on page 6)*

## EAA Chapter Reference Paper Library

Go to this web site: <http://www.eaa.org/chapters/resources/reference/default.asp> and check out the EAA Chapter Reference Library!

This web site offers 34 reference papers, specifically written to help EAA Chapters.

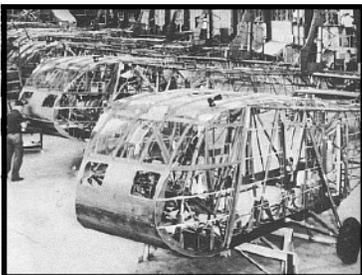
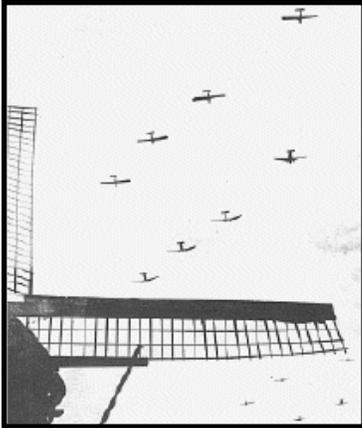
In addition to the EAA Chapter Reference Papers, there are also several other resources on the EAA Chapter's Home Page: <http://www.eaa.org/chapters/default.asp>

If you ever need anything from the EAA Chapter Office, please do not hesitate to contact us, we are here to serve you.

EAA Chapter Office Staff  
[chapters@eaa.org](mailto:chapters@eaa.org)

888 322-4636, ext. 4876

**WACO CG-4A**



**NCWLF Calendar of Events**

**October 16, 2004 Chapter 75 Meeting**

Crivitz, Wi

**November 13, 2004 Chapter 75 Meeting**

Abbotsford, Wi Jakel Field at the Barn 1:30 pm

**December 11, 2004 Chapter 75 Meeting**

Location TBD

**December 13 - 20, 2004 Centennial of Flight**

Oshkosh, Wi A Week of Activities Surrounding the Centennial of Flight 902-426-6108

**December 17, 2004 Centennial of Flight Banquet**

Oshkosh, Wi Kate Robinson 920-426-6869 krobinson@eaa.org

Check these websites for other events

[www.dot.state.wi.us/dtid/boa](http://www.dot.state.wi.us/dtid/boa)

*Calendar of Events is updated monthly.*

*Contact Tom Voss [tvoss@pcpros.net](mailto:tvoss@pcpros.net) to list events in subsequent newsletters*

**Sport Pilot Education Seminars**

**No registration is needed for pilot education programs**

All programs run from 7 p.m. to 9:45 p.m.

- October 19 Noel Group Hangar, Stevens Point WI
- October 20 Titletown Jet Centre, Green Bay WI
- October 21 Western Shore Aviation, Sheboygan WI
- November 1 Airport Terminal, Boscobel WI
- November 3 Morey Airplane Co., Middleton WI
- November 4 Colgan Air Service, La Crosse WI
- November 30 Gran Aire, Milwaukee WI
- December 1 Wisconsin Aviation, Juneau WI
- December 2 Helicopter Specialties, Janesville WI

2004 potpourri of aviation safety issues (fuel, winter, sport aviation, runway issues and you). Ray Peterson, FAA/Milwaukee Flight Standards District Office (FSDO). Aircraft emergencies - Are you ready? Jeff Taylor, WisDOT, Bureau of Aeronautics. Co-sponsored by Federal Aviation Administration/Milwaukee Flight Standards District Office and the Wisconsin Department of Transportation, Bureau of Aeronautics Jeff Taylor 608-266-7347

## Buy | Trade | Sell

- ✎ 2002 Quicksilver Sport 2S, 582 Blue Head, C-Box, 3 Blade Powerfin Prop, Nose Bubble, Wing tip strobes, Tail Brace kit, EGT, Water Temp, Tach, and Hobbs Meter. 225 Total Time always hangared, and flown regularly. \$13,500.00 Lyle Banser 715-536-2401
- ✎ 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 with new cables, push pull tube, fuel lines, wiring, and 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 715 358-9 9 5 1 kayharv@newnorth.net
- ✎ 503 Rotax Provision 8 dual carbs, single CDI, new oil injection and recoil, needle bearings, aprox. 6 hrs on engine, has throttle and oil pump cables on it, new Y exhaust pipe. \$1,000 obo Pat Kenny 715 479-5036
- ✎ Acro Sport biplane, needs engine and some instruments. Hangared at the Wausau Airport. \$8,500 Bill 842-7573.
- ✎ I have the muffler and various mounting brackets for a Quicksilver. Everything is painted and looks very good. New muffler is over \$350, make an offer. Ron 715-665-2 4 3 1 rpurvis@purvisgrp.com
- ✎ StarLite Tail Dragger Selling due to 2 place upgrade Single seat rocket N112SL 120mph cruise 45mph stall Built 1986 featured in Sport Aviation Mag of that year. Rotax 447 dual carb, appx. 30 hours, aux. power outlet, electric fuel pump, inline pulse pump Condition inspection complete 9/9/03 \$8500 Firm Call or E-Mail for more info and pics. Steve Magdic 262-820-9938 steve.magdic@lpsg.com
- ✎ Looking for a long ratio C or E box for Rotax 503 DCDI 2.88 or 3:1 Richard Penney 715 235 -2190
- ✎ Wanted: Used handheld or base aircraft radio. What I would really like is the older handheld STS radio, but it wouldn't have to be. Jeremy Viegut 715-613-6548 after 3:30 pm sir\_jeremy@yahoo.com
- ✎ 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 573-3 4 8 - 4 6 5 4 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



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WE'RE ON THE WEB  
<http://www.pcprios.net/~tvoss>

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PO Box 12  
Schofield, WI 54476

EAA UL Chapter 75  
North Central  
Wisconsin Lite Flyers

