

EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

Editorial Notes by Rich Prange

Fall Tree Color

This topic has turned into a habit every October. As flyers, how can we not get up for a look-see to view this fall color festival? Because of the weird weather for 2019 what can we expect this year? Perhaps just a massive leaf dump of dull grey.

A succession of warm daylight hours plus cool nights will jack up the brightness of those red leaf trees like maples here in Wisconsin. Other brilliant colors are more species specific; bring it on.

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We have an "L-Bird" in our chapter. The owner, pilot, and restorer is Darrel Kuhn – EAA 326842. You will find a brief description and photo of this aircraft in the current edition of **Sport Aviation**. It's an L-3 and if you look carefully you will also see Darrell's L-16 in the background.

As usual my research assistant Wada Yameam found a ton of material on the subject of reconnaissance aircraft. First question, what does "L" stand for in this category? The answer is liaison or observation planes, or sometimes loosely referred to as spotter planes – "eyes of the Army".

The "L" designation was applied to a series of small planes

built by Piper, Aeronca, Stinson, Cessna, and Ryan. The L-19 Birdog, Cessna built, is one of the last old school spotter planes used for military service. Most reconnaissance is now collected via satellite, drone, stealth technology or high altitude U-2 type aircraft.

Darrel has a disclaimer that the "L-3" hangared at Circle K, Irma, is not of museum quality. Check out his workmanship and judge for yourself.

P.S. Actually we have three "L-Birds" in our chapter. The third is owned and flown by Mike Weinfurter, an "L-19".

N vs. O?



Any green stems or green caps on the tires of our ultra light or light sport flying machines, probably not? Next question, have you ever deflated a tire and felt moisture coming out of the valve stem? That water vapor under certain conditions could be a problem.

Until I bought my last truck I didn't know that nitrogen was used to inflate automotive tires. Now it is common practice, Why?



There are arguments both ways; compressed air or pure nitrogen? One issue is the molecule size. Nitrogen molecules tend to be a bit chubby, and oxygen molecules, in raw air, which are smaller, migrate out of the tire easier. Therefore, nitrogen inflated tires will be more stable, and being an inert gas there will be less degradation with the rubber.

For an aircraft with a leaking tire that needs to be re-inflated frequently the moisture could puddle, then freeze creating a tire balance problem. Long term, that moisture could also corrode the wheel. Solution, fix the leak. Comparing "normal" leakage for a nitrogen filled tire to an air inflated tire, the difference is only 1.3 psi and the rate of rubber oxidation is low.

For most small aircraft owner-pilots the need to use nitrogen to inflate our tires is a minor concern. But how small or how big? A.D. 87-08-09 covers the big guys over 75,000 lbs, such a Boeing, Airbus, and Lockheed. Unless you like green valve caps, most of us light sport flyers don't need to inflate with nitrogen.

Keep your needle in the green (the safety zone).

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October 2019

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NCWLF Treasurer Report Oct 2019
Submitted by Larry Wenning

<u>Checking</u>		<u>Savings</u>	
Balance Forward	\$ 851.36	Balance Forward	\$ 25,673.14
Checking Deposits		Interest	.63
Checking Payments		<u>Savings Balance</u>	\$ 25,673.77
Tom Voss - Stamps	55.00		
<u>Checking Balance</u>	\$ 796.36	<u>Total Cash</u>	\$ 26,470.13

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

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

- \$ 15 May
- \$ 12 August
- \$ 9 November
- \$ 6 February
- \$ 14 June
- \$ 11 September
- \$ 8 December
- \$ 5 March
- \$ 13 July
- \$ 10 October
- \$ 7 January
- \$ 4 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

138213 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



September 2019 NCWLF Meeting Minutes

A big thank you to Jim Kleman, our host, for a great luncheon. Unfortunately the weather did not compliment your efforts. We were looking forward to landing on your beautiful grass strip.

The Payzer cowbell brought members to attention at 10:49 including the not-to-alert Rich Prange who read the minutes from our previous meeting August 2019. Pres. Steve Krueger then asked Treas. Larry Wenning for accounting (not an audit) of our chapter funds. His response, funds on hand @ \$26,533.83. Acceptance of minutes as read and treasurer's report for August; motions made, seconded and carried.

We were reminded of the EAA Memorial Wall event honoring Jim Shnowske. A DVD copy the Wall ceremony will be gifted to Sandy by Pres. Steve.

For new business Joe Grassl brought and explained return springs Rotax carbs. At our next chapter meeting Joe will also be a presenter discussing necessary cabin equipment for our light sport aircraft. Flying tip for our current meeting by Steve K. was about cross control stalls, the conditions, the situations, the consequences and how to fix it.

Hundred Dollar \$\$ drawing names included John Szigat, Bill Reed, MaDonna McMahan

(heal up fast), Rob Caughron, John Kondelza, John Heckendorf, Tom O'Neil, and the winner was Steve Krueger. Under threat of a chapter mutiny Steve was not allowed to be gracious by asking to have his number return to the velvet bag.

Meeting adjourned, all in favor.....

Minutes recorded by Rich Prange subbing in for MaDonna. Hey lady, we hope your knee surgery was successful and your recovery short – do your "PT".

Buy Trade Sell

✈️ 1990 Rans S12S 711.6TT Rotax 100HP 743 TT, Conditional Inspection March 2017, Microair 760. Complete rebuild gear box by LEAF March 2017. Wing tip strobes, Nav lights, Intercom, Cabin Heat, New ELT batteries, Extra main wheels with wheel pants. A fun flyer. Great visibility. Asking \$27,000 Ken Whyte 715-891-3912 Ken-fly140@aol.com

✈️ 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 bta-plin@msworldnet.com

Next NCWLF Meeting October 19

Our next meeting will be Saturday October 19th 10:30 am at Paul and Sue Buss's Norrie Brook Airport, see directions below, Hope to see you there

From Wausau: Take Highway 29 east to Falstad Road, which is about 3 1/2 miles past exit 185 at Hatley. Turn left on Falstad Road and go to the stop sign where you will take a left on County Road D. Go about one mile and turn right on County Road OO. Go about 1 1/4 miles to Norrie Brook which is on the north side of the road. Address is 220261 County Road OO.

GPS coordinates: 44 52' 25"N 89 13'50"W

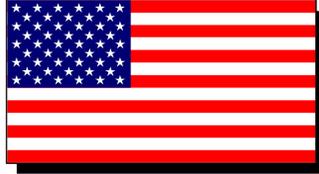
Hope to see you there

Calendar of Events

October 19 Chapter Meeting Norrie Brook Eland

November 16 Chapter Meeting

December 14 Chapter Meeting



Other Area EAA Chapters

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EAA 992 Marshfield
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