



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

Light at the End by Rich Prange

At the last chapter meeting hosted by Wayne and Dana Podeweltz, President Krueger asked if I might consider typing a few thoughts while Editor Bill Markstrum attended to some medical needs and other homework. As part of new business Steve made a request to the membership and I said yes. I got a nod of approval (maybe apprehension) from Editor Markstrum. Yes Bill you have earned a leave of absence and we hope your medical issues and other tasks go according to plan. I won't pretend to write with the same color or information as you but I do have a little

writing history, more importantly I know how to use the spell check on this computer. My last article centered around the rescue of a sick eagle and it's rehabilitation. The pay check went to building materials for my flying machine project. Martha Stewart would say "that's a good thing". Does Martha fly?

My first writing-for-pay job was knocking out assembly and process instructions for Lockheed products back in the "60s". I was loaned out from my tool design position and re-titled tech writer. It was the mother of all boring jobs and employment at this Lockheed division was not fun. Work hours were insane

and scheduling demands were over the edge. However, one real benefit of working near Riverside, California was an occasional drive to Flaybob airport. The place was exotic and the airplane building seed was planted.

Rewind. Right out of college my first employment was with the Big "B" in Seattle. The job description mentioned manufacturing engineering and tool design. Every hour of employment

After solving 737 and early 747 assembly tooling problems how could I not think of building my own flying machine?

at Boeing was an adventure. There was something new every day; a high point was being connected to the 737 project, start to finish! Seeing a new aircraft on roll-out day was a big deal. Boeing's first 737 had a Lufthansa paint scheme.

Where are these ramblings going? To fill in for Bill, President Steve thought I might include some thoughts on my builder project, an Avid Flyer. So, let us do one more rewind. How did I get interested in building airplanes? Possibly I can blame it on my mother. She was a "Rosey the Riveter" on the B-24 Liberator in Detroit. Perhaps she swallowed a rivet and altered



a chromosome and my DNA.

Back to Boeing. The day that I arrived at my first real job out in the hard cruel world, the Boeing Corporation was just constructing a new computer center. The actual size of the computer resembled a small gymnasium. As the computer came on line there was a need to compare it's output with the real stuff - airplane building tools and fixtures. After solving 737 and early 747 assembly tooling problems how could I not think of building my own flying machine?

For any number of reasons my home-built airplane dream got derailed and sent to the back burner for 40+ years. The often used metaphor, light at the end of the tunnel, fits the progress of my Avid Flyer. At one point "the light" was an oncoming train marked by a twisted wing tip and then a garage accident that made my wife feel very bad. A few learning mistakes (sometimes called negative progress) were also made and I felt like "the light" was on but nobody was home.

Initially I thought a kit-built light sport would be similar to reading a Dick and Jane primer (reading text from the 40s). See Dick build. See Dick hammer the airplane wings in place. Jane is

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Aviation Quotes

The only time an aircraft has too much fuel on board is when it is on fire -Sir Charles Kingsford

Editors Notes cont...

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watching Dick's first flight. Jane, can you spell aerodynamic? As it turned out the builder's manual for my project was a book of riddles. Fortunately Chapter 75 has a membership that has been an invaluable resources for me.

Setting unreasonable completion schedules works pretty well; I work a little harder. At this date I am only one year and three months behind. As an ex-Boeing and Lockheed employee, climbing around on aircraft that require three city blocks for final assembly, I thought a home-built would be a snap. Having a little airplane in a single garage bay was a real novelty.

Like other neophyte builders we all must have pretty similar learning curves. Any advice that I may have is probably the same old song and dance that other veteran builders know by heart. In summary: painting is complete, the engine is hung, flight controls are trimmed, interior is ready, fuel system completed, and firewall forward work is happening. This month of June was very productive. No more smart

talk about an Avid takeoff. I'm looking for a bumper sticker that says PROGRESS HAPPENS.

As mentioned Wayne and Dana Podewetz hosted the June chapter meeting with a nice turn out, good food and perfect flying weather. Thank you. At the meeting Jim Cote urged everyone to clean out hangars and sell usable aviation merchandise at the Redbarn at EAA AirVenture coming in July. It is a win-win situation you sell your old airplane stuff, you gain back some hangar space and the guys at the Redbarn make a few dollars for their program. The more merchandise to look at, the more attraction there is to sell it. Last year I sold a few items that some other builder couldn't live without and the money passed through several hands long after the event was over but it got to me. I have more for you this year Jim.

As of this writing the old Flying Fortress (EAA B-17) has actually come and departed the Wausau Airport. Hopefully all of our chapter volunteers were able to fill any unoccupied seats. On the Friday of it's arrival,

the B-17 crew made a pass over Merrill and I just got a glimpse of her through the trees - what a sight. You can't mistake those round engines.

A Tuesday fly-in at the Circle K airfield was equally well attended. Darryl and Candy Kuhn have a very nice grass strip up in the Irma Alps. Thirteen aircraft made the visit and the evening weather was perfect. Tucked in behind Darryl's near perfect L-16 is his next restoration project, an L4. The evening fly in was terminated with a group photo in front of a new Circle K airfield sign. Thank you Darryl and Candy.

Well Bill, my brain now has writer' cramp and the fuel gauge on my typing finger indicates empty. Hopefully your reference to the "summer from Hell" was an over-statement and that your medical needs are minimal. Good luck to your daughter Terry in her relocation to Wausau. Hang in there. There is "Light at the End of the Tunnel".

Rich Prange
subbing for Bill Markstrum

Next NCWLF Meeting July 18

2009 LaSee/Jakel Barnstormer Fly In

July 17-19 2009

Ultralights, Fixed Wing, Powered Parachutes, General Aviation, Competition (Torpedo Run, Bomb Drop, Precision Landing)

EAA UL Chapter 75 Meeting Saturday July 18 1:30 pm.

Come Friday evening and camp through the weekend. Bonfire Saturday night. The field is located on the West side of Abbotsford 511 W Bus 29 (N44.94246 W90.33226). All arriving aircraft monitor and announce on 122.9. 2900 ft. N/W- S/E grass strip. Traffic pattern is RIGHT-HAND for runway 15 (power lines are buried on the approach to 15) and left-hand for 33 and be aware of all non-radio traffic. Adjoining PPC field 400' N/S x 500' E/W.

Food and beverage available, dish to pass optional. For additional info, contact Jack LaSee 715-223-4540 or 223-6324. Hope To See You There!

New EAA UL Chapter 75 Members



- Jeff Stone - Wausau
- John Butler - Wausau
- David Dziepzcic - Rosholt
- Dwight Callagan - Wisconsin Rapids



Chapter 75 at AirVenture 2009

Our Chapter will have a display table under a tent near the UL Barn. This fun upbeat Chapter area is shared with other EAA UL Chapters from around our nation. What a great way to share chapter enthusiasm and spirit with visitors and fellow UL Chapters. At the July 18th meeting sign up for 2-3 hr shifts from 8am to 5pm. Contact Steve Krueger 715-536-8828 to volunteer or for additional information.

June 2009 Meeting Minutes

The meeting was held at the Wayne and Dana Podeweltz airfield on Saturday, June 20, 2009, with President Steve Krueger presiding. Nine planes flew in. Introductions were made (31 attending), the secretary and treasurer's reports were given and approved. A plate was passed for a collection for our hosts. They were thanked for hosting the meeting and providing food and drink.

Old Business: Steve reported on the upcoming weekend's B-17 Fly-In at the Wausau Airport. All volunteer positions are filled, but additional help will be accepted. Merrill McMahn gave a report on a past B-17 Fly-In at

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It's that time of year, looking forward to the largest air show event on earth? It's right in our own back yard. The Chapter 75 camping and parking area is once again at De Re lleum t d a t s campground; same spot

again as last year, N/W of the barn, look for our Chapter 75 banner. See enclosed map for details. Thank You to Ron Wallace for securing our site one week a head of time. EAA has sent our

Chapter the arrival NOTAM. If you are going to fly in you will need this info. It covers all arrival and departures for all airplanes.

Call Steve Krueger
715-536-8828

Vintage Ultralights Highlighted at EAA AirVenture 2009

Ultralight flight will be celebrated even more this year at EAA AirVenture Oshkosh, as the "Down on The Farm" ultralight area will have new highlights and activities. EAA AirVenture 2009, "The World's Greatest Aviation Celebration," will be held July 27-August 2 at Wittman Regional Airport in Oshkosh.

New items in the ultralight area, located at the south end of the AirVenture flight line, include special "Year of the Antique Ultralight" recognition, and an ultralight parts consignment area. In addition, rotorcraft pilots that use the ultralight area as their AirVenture base can participate in expanded rotorcraft activities.

This year, for the first time, ultralight/light-plane pilots can also camp next to their aircraft near The Red Barn ultralight headquarters.

"If the ultralight/light-plane area at Oshkosh has been one of the event's best-kept secrets, we want to make sure that it's a secret no more," said Timm Bogenhagen, EAA Ultralight Program Manager. "The joy of basic, fun flying is what our area's all about. We love

to fly and share that spirit of flight with everyone at AirVenture. We invite all ultralight enthusiasts to join us at Oshkosh."

For years, the signature event in the ultralight area at Oshkosh has been the morning and evening flight operations based on the 1,200-foot grass runway adjacent to the ultralight Red Barn. During these sessions, aviation enthusiasts could see ultralights, powered parachutes, rotorcraft and more demonstrating "low and slow" flying.

This year, more events and activities have been added to forums, flying and exhibitors traditionally found in the ultralight area. Those new additions include:

- "Year of the Antique Ultralight" - Welcoming the early models of ultralights from the 1970s and 1980s, when this form of flying was taking shape;

- Ultralight camping - Just as in other areas of the AirVenture grounds, ultralight pilots will have the opportunity to enjoy the unique experience of camping next to their aircraft;

- Ultralight Aeromart - A popular aircraft parts consignment area, specially created for ultralight and rotorcraft enthusiasts;20

- Rotorcraft activities - With the support of RotorWay International, there are more forums and programs for rotorcraft owners and pilots than ever in a growing part of AirVenture;

Ultralight chapters - A special area will be set up for EAA ultralight chapters to promote their activities along with special ultralight chapter competitions.

Ultralight enthusiasts are encouraged to bring their aircraft and participate in the activities. Events for those who bring aircraft include a special goody bag and the popular Ultralight Area BBQ on Saturday, August 1.

"The improved flight line tram operations will also make it easier to reach the ultralight area, although even those who get their exercise with a walk to The Farm will find a warm welcome and plenty of fun flying going on,"

Timm Bogenhagen.

EAA B-17 Flying Fortress visits Wausau



The Aluminum Overcast B17 Bomber was in Wausau June 26-28. Emotions ran on all sides of the spectrum. Veterans, families and dear friends that lost loved ones for our freedom had stories to share, reminisce, or just paid tribute to the B17 aircraft. The sound of the four 1,000 Shaft HP starting up, and shutting down after a flight through the Wisconsin green pastures was

incredible. The six person crew (George, Tony, Paul, Shad, David, and Pam) were volunteers from many different states. We all enjoyed their shared knowledge of the B17 and many new friendships were made. The crew even experienced a real Wisconsin Fish Fry Friday evening after all the work was done. Thank you to all the 640 and UL 75 volunteers who helped, stopped by to say hi, or jumped in when we needed additional help. You all made the event a huge success.

Steve Krueger



NCWLF 2009 Calendar of Events



July

- 18 Chapter Meeting** LaSee Jakel Fly In Abbotsford
- 25 King's Land O' Lakes Airport Day** Land O'Lakes (LNL) David Lane 715-547-3337 lolairport@frontierairport.net www.landolakes-airport.com
- 27 - Aug 2 AirVenture** Oshkosh Tom Poberezney 920-426-4800 www.airventure.org

August

- 1 Shawano Fly Out & Car Show** Shawano Municipal Airport (3WO) Larry Sperberg 715-881-0410 larrysperberg@claboughassociats.com Patti Peterson 715-524-2139 tourism@shawano.com
- 8 Musky Day Land & Sea Fly In** Boulder Junction Airport (KBDJ) R.J. Payzer 715-385-2979 rjpayzer@centurytel.net www.payzersplace.com
- 8 Fly-In** Rice Lake Regional (RPD) Jerry Stites 715-458-4400 rpo@ricelakeairport.com
- 15 Chapter Meeting** Location TBD
- 22 5th Annual Shindig and Pig Roast** Larry and Julie Wenning Merrill
- 28 - 30 CMN Balloon Rally** Alexander Field South Wood County

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June 2009 Meeting Minutes cont...

(Continued from page 4)

Wausau.

New Business: Tuesday night fly-out (June 23) is at the Flying K airfield near Irma. Wednesday nights are hamburger night at Wausau Airport in Rick Coe's hangar. A request was made for an assistant editor. Rich Prange accepted the job. EAA will have a "chapter" tent set up east of the ultralight red barn at AirVenture this year. This is another way of promoting ultralights and the ultralight chapters. Volunteers are needed to represent our chapter at a table in this tent. Camping under the wing of your plane is now allowed at the ultralight area at AirVenture.

Projects and fliers: Jim Klemens has soloed. Congratulations Jim! Sue Bauman and Karen Krueger are new student pilots. Rich Prange is finishing his Avid. Dave Myer is restoring a Clipper. Ron Detert is looking for wheels for his MiniMax.

Jim Cote gave an invitation to bring any aviation items you want to sell to the ultralight barn swap mart at AirVenture.

The next meeting is at Abbotsford. Membership dues were collected. The meeting was adjourned.



Pig Roast Invitation

We are hosting our 5th Annual Shindig and Pig Roast on August 22 at our home in Merrill. All of my new chapter-mates are welcome to stop in and enjoy. The pig is usually served about 2 pm. Please bring your lawn chair, appetite and willingness to gab to new people.

Driving: HWY 39 North to Merrill, take the third exit for HWY "K" and turn right. Follow K ~3 miles to "C". Right on "C" and follow east for ~2 miles to Norwegian Road on the right. South on Norwegian Road for ~1/2 mile and Right into the driveway, fire # N3175. Then follow your nose to the pig roast.

Flying: We can ferry people from Wayne Podeweltz's air strip to our home which is only ~2 miles. Our airstrip here is currently growing soybeans so is unavailable at present.

We look forward to seeing our new flying friends

Larry & Julie Wenning 715-218-8002

Tuesday Night Is Fly Night

Tuesday night fly night is in full force for 2009! We fly on the **2nd** and **4th** Tuesdays of the summer month's. Arriving 6-6:30. Call Tuesday night coordinator Steve Krueger 715-536-8828 with questions or if you would like to host one of the fly nights at your home strip.

July 14

(JAKS Field) Jim Shnowske, Mosinee N44 46 365 W089 35 274. 4 miles south of the Wausau VOR. This is inside the Class D CWA Airspace. Call the tower on 119.75 five miles out of CWA, give them your position and that you're landing at JAKS field. Jims Strip is East and West 1800 Ft. Hot dogs and Lemonade to be served.

July 28 See you at AirVenture!



Participants of the Tuesday Night Fly Night June 9 at Lil O'Hare



Calendar of Events cont...



(Continued from page 5)

Wisconsin Rapids, WI (ISW) 715-424-3737

September

4 - 5 Price County Airport Fly In Phillips, Wi Registration Friday Sept 4th at 3:00. Hobo Dinner Saturday night. Sponsored by Jim and Jeanie Heizler and Harbor View Pub and Eatery.

12 Merrill Airport Day

19 Chapter 75 Fall Fly In With EAA 640 Flying 'O' Ringle

26 Cranberry Colorama Manitowish Waters Airport (D25) 888-626-9877 www.Manitowishwaters.org

October

10 Chapter Meeting Location TBD

November

14 Chapter Meeting Location TBD

December

12 Christmas Potluck With EAA 640 Merrill Airport noon

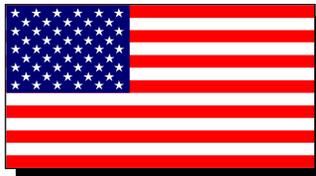
Updated monthly. Contact

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

Buy Trade Sell

- ✈ 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 airworthy. Spring landing gear with wheels, tires and cable b r a k e s . Tinted canopy 6' x 2' approx 18" high. Ron Lorch 715-891-7234.
- ✈ Wanted to Buy - 2 lightweight 6 inch wheels with 1 in ch ID bearings and two 4:00 x 6 2 ply tires for a Minimax. Ron Detert 715-845-1340
- ✈ Pober Pixie plans and full set of ribs. Meets LSA requirements. \$125 Rich Prange 715-536-1704 bighill@dwave.net
- ✈ 582 Blue Head and complete engine package fo6r Challenger II. Includes radiator, heater, redrive and 3-blade warp prop. 130 hrs TT on engine, 44 since rebuild. Asking \$6,000 John Szigat 715-216-5279
- ✈ 1984 Pterodactyl Ascender. Excellent shape. Fabric tests great. Always hangared. Tach, EGT, Radio antenna, Strobe. Extra fuel tank. Never wrecked. Pure Part 103 aircraft. \$3,800 Pat Kenny 715-479-5036. Eagle River
- ✈ 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 r e p a i r m a n 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
- ✈ 447 Free air prov. 8 needs rebuilding \$500. Fiberglass free air scoop for 447. \$25 Rotax single air intake silencer. Brand new \$65 Rotax straight muffler with exhaust manifolds and elbow, ball joint kit all ceramic coated. Like new \$500. 66-30 Tennessee prop. Like new. \$275. Four unifier carb filters 2 1/2 inch. Brand new. \$20 for all. Orlie 715-683-2710.
- ✈ 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. Earl Cinatl 715-532-7242
- ✈ Rans S-18 Amphibian. 15 hours. Pneumatic retract system, fiberglass floats, 2 seat tandem. \$15,000.00 without engine. \$30,000.00 with a 912S engine. Wautoma. M a r t i n Goochmac2@aol.com





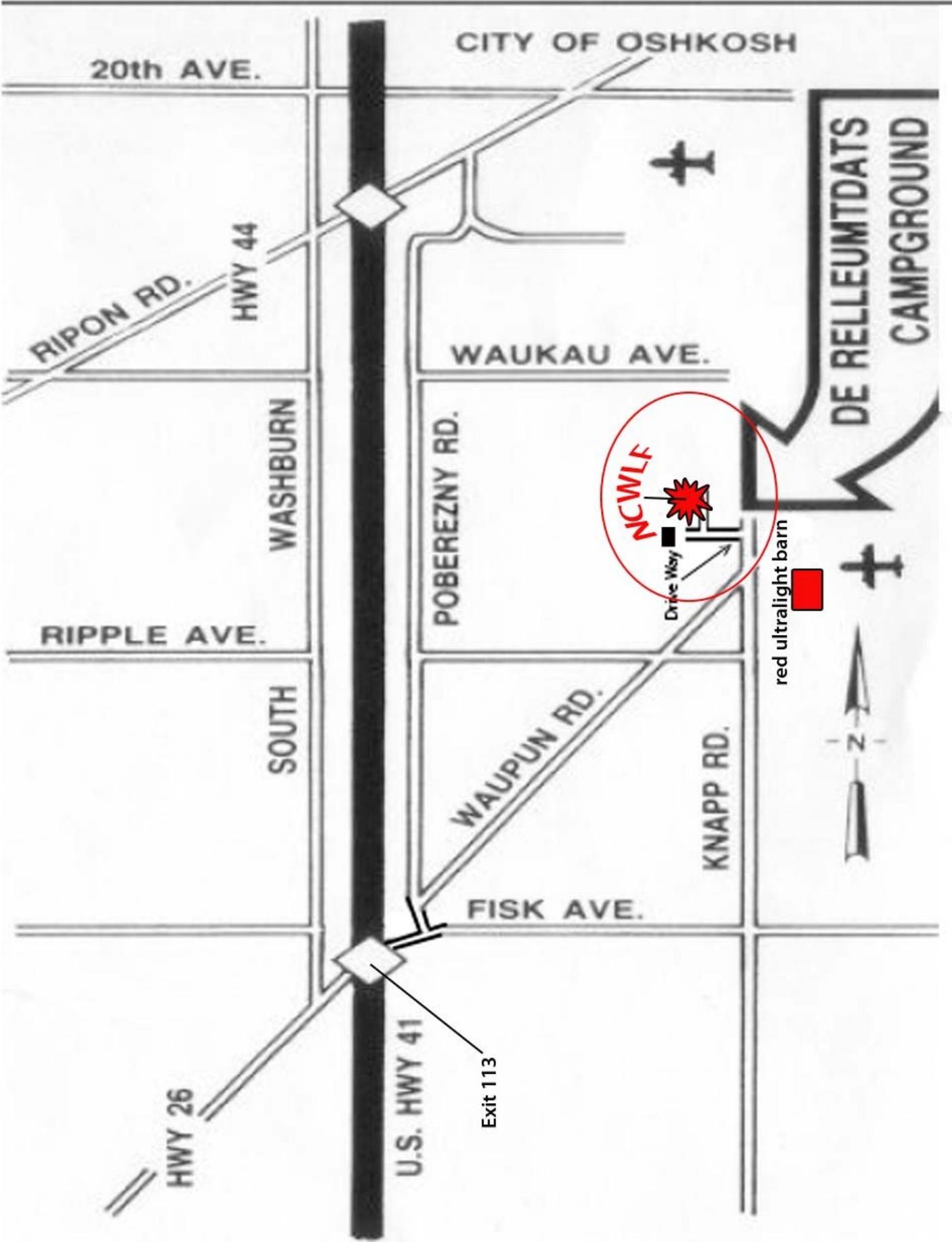
Other Area EAA Chapters

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Bill Brown
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EAA 992 Marshfield
Dave LeVoy
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AirVenture 2009

EAA UL Chapter 75

North Central Wisconsin Lite Flyers
