



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

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Editors Notes by Bill Markstrum

Welcome to a new year and new adventures, both on the ground and in the air. To this point I have not seen or heard any reports on chapter members having any misfortunes this winter. If it involves a vehicle powered by a Rotax it would probably be on a snowmobile trail rather than an airborne incident. Be careful out there, the trunks of trees are much less forgiving than the top branches!

For the most part, the weather has been less than favorable for flying. It is customary for Syd Cohen to celebrate the first powered flight on December 17th, 1903, by going aloft in his Ercoupe on that date, often with me in the right seat. Weather kept us grounded this year, but we still

thanked Orville and Wilbur for showing us the way.

I believe Syd will be hosting the annual Ercoupe convention here at the Wausau Downtown Airport this summer. I'm sure I can speak for the members of chapter 75, Syd, in offering any help you may need. I was very much involved in the last such convention here and I know Syd will need and appreciate our help.

As you probably surmised over the years, I have a keen interest in aviation history, the men and the technologies that have brought us from the humble beginnings to the present state of the art. I am fortunate to have a virtual aviation library at my disposal thanks to friend Gerry Feldbrugge, one of the members of our morning

coffee group at the Wausau Downtown Airport. Gerry is a "collector", to say the least, and I have but to mention an incident or flight that I remember reading about, "Yars and Yars" ago, and the next day he will arrive with the magazine covering that event, under his arm. Here's a case in point. One recent morning I mentioned the first coast to coast, non-stop flight I had read about as a boy in a National Geographic magazine that was even older than I am! I told him that flight had been accomplished by two pilots in a single engine, all wood Fokker T-2 monoplane sometime in the early 1920's. The very next morning, Gerry arrived at the airport with a coffee cup in one hand and a July 1924 National Geographic in the other. There it was, the whole story of their accomplishment.

We now think nothing of boarding a jet in New York at breakfast time and having lunch in San Diego that same day. It took them two attempts to make that flight, the first being a west to east try. The plane, with only a 420 hp. Liberty engine, carried 737 gals. of fuel and 40 gals. of oil, giving them a total load of 10,850 lbs. They couldn't get high enough to clear the western

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THE GIANT MONOPLANE "T-2" ON ITS RECORD-BREAKING, TRANSCONTINENTAL, NON-STOP FLIGHT



Editors Notes cont...

(Continued from page 1)

mountains, so the next attempt was made from east to west, enabling them to

burn off enough fuel over the prairie states to clear the western mountains. Their's was certainly an IFR flight (I

follow railroads), no beacons, no VOR, no GPS and no sleep for twenty-seven hours. Boy, have we come a long way since 1923! One of my two prized Christmas presents was a book entitled, "Flight, The Complete History", which features all the planes in the Smithsonian National Air and Space Museum. In it (page 113) is a picture of the Fokker T-2 which I told about earlier, still flying from the ceiling of the museum. Also received in my Christmas stocking was a copy of "Bomber Pilot", the full story of movie star, Jimmy Stewart and his service to our country. Let the winter winds blow, I have my books to keep me warm. All the best to you and yours in 2008!

Bill Markstrum



Having performed its notable feat, the big craft now rests in the Aircraft Building of the Smithsonian Institution in Washington. Its wingspread is 74 feet 10 inches; its length, 49 feet; and its height, 11 feet. The power-plant is a 400 H.P. Liberty engine. The old map of the United States showing the route followed by Macready and Kelly is still pasted in the fuselage.

From the NCWLF Archives



Editors Notes —
January 1997:

Greetings! Here we are well into the new year and I haven't even hung up my 1997 EAA calendar. I

certainly hope the monthly pages don't flip over quite as fast as they did last year. If you requested one of these beautiful calendars see Steve Norris. I'm sure he has yours in reserve.

The December meeting was a combined event of chapter 75, 243, 299 (Wisconsin Rapids), and 640. It was held in a heated hangar at the Merrill Airport and the formalities were kept

to a minimum but not the food. Everyone brought a dish to pass and did we eat well! Those other "heavy iron" flyers don't seem to realize we ultralighters have a weight factor to contend with when we fly. It was a fun time and a wonderful opportunity for togetherness with all our local chapters. There is strength in numbers and all of us

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Next NCWLF Meeting January 19

The next Chapter 75 Meeting is the annual Christmas Party. Noon on Saturday January 19 in Rick Coes hangar at Wausau Downtown Airport. Rick's hangar is the first hangar on the right as you go thru the gate. Someone at the gate will direct you. Chapter 75 provides the broasted chicken, please bring a dish to pass. \$10.00 gift exchange. Guys bring a mans gift and gals bring a ladies gift. Label the gift with your name and whether it is for a "Man" or "Woman". Door prizes and that fun and crazy dice game to follow the meeting. Thank you Rick for the use of your great facility. Hope to see you all there!

Chapter 75 2008 Calendars

Still a few copies left, cost this year is only \$10.00. Pick your awesome calendar up at the next meeting or contact John Heckendorf 715-536-7748 to reserve one while supplies last.

From the NCWLF Archives cont...

(Continued from page 3)

should strive to work together on projects of mutual benefit. We're all after the freedom of flight whether it's in a Cessna, Piper or an Ultralight.

Steve Krueger, our president, seemed to disappear late in the meeting and we discovered him braving the Wisconsin winter to fly the two-place Quicksilver MXL II recently purchased by member Pat Heckert. You won't miss it when you see it, it's

fluorescent green. Pat, how about naming it "Kermit", as in frog? Good news! Steve Krueger is working on his U.L. instructors rating. That would give the chapter an instructor in the Wausau-Merrill area in addition to Ken Snyder in Wisconsin Rapids. Over the holidays I had a phone call from Rick Kellicutt, president of our sister chapter 76 in the La Crosse area. He reported that they are gradually getting

permission from various government agencies to establish their ultralight flying field. Apparently this property is near Sparta and the Air Force bombing range. We had better get good maps and coordinates before we pay them a visit or we might be a meal for a low flying A-b Warthog!

In closing I want to wish all of you good health and clear skies for 1997.

Bill Markstrum

2007-08 Calendar of Events

January 19, 2008 Chapter Meeting and Christmas Party

Wausau Downtown Airport. Noon.

February 16, 2008 Chapter Meeting

Location TBD

March 1, 2008 Safety Seminar

Wisconsin Rapids

March 15, 2008 Chapter Meeting

Location TBD

April 8 - 13, 2008 Sun N Fun

Lakeland, FL

April 12, 2008 Chapter Meeting

Location TBD

May 17, 2008 Chapter Meeting

Location TBD

June 21, 2008 Chapter Meeting

Location TBD

July 19, 2008 Chapter Meeting

Location TBD

July 28 - August 3, 2008 EAA Air Venture

Oshkosh

*Calendar of Events is updated monthly. To list events in subsequent newsletters contact
Thomas L Voss - 15203 Short Lane Dr - Marathon, WI 54448
tvoss@pcpros.net*

Buy Trade Sell

- ✈ Tom's Hi-Wing Scratch built & highly modified from HiMax plans. Certified 06. 1700 vw hand start. Steel Landing Gear, Big Wheels & Brakes N248TS \$6,700. Tom Seversen 920-982-2203
- ✈ Chinook WT II, single place, enclosed cockpit \$1,500 Connie Balis Deerbrook. 715-627-7438
- ✈ 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.
- ✈ KR2 30% built, on gear less engine and instruments. Paul Prime Mills, WY 307-235-3549
- ✈ R o t a x 5 8 2 "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
- ✈ R a n s S - 1 8 Amphibian. 15 hours. Pneumatic retract system, fiberglass floats, 2 seat tandem. \$15,000.00 without engine. \$30,000.00 with a 912S engine. Wautoma. Martin Goochmac2@aol.com
- ✈ 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
- ✈ Acro Sport biplane, needs engine and some instruments. Hangared at the Wausau Airport. \$5,500 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
- ✈ Titan single place, custom paint, jump seat option. BRS 5 chute. Full instrumentation. Wheelen Strobes, Electric Flaps, Rotax 503 \$11,995 or \$8,995 W/O engine. Tim Hannagan 920-734-8682 photos@timhannagan

2008

CHILI FUN DAY

WAUSAU DOWNTOWN

AIRPORT AUW

SATURDAY

JAN. 26TH, 2008

CHILI 11:00AM

UNTIL IT'S GONE

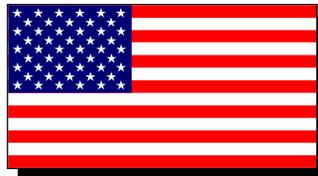
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