

EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

Editors Notes by Bill Markstrum

As I sat down to compose this months editorial, it was indeed a pleasure to write April in the heading. It has been a long, deep and cold winter for all of us here in the north country. The last few days of sun and rain have eliminated all but the deepest snow piles. I hope, that wherever you are, the snow no longer' blocks your hangar door and you can look forward to a long warm summer of flying. You've earned it.

At last Saturdays chapter meeting at the Stevens Point airport, Merrill McMahon announced that starting Wednesday evening, April 1st, the usual hamburger fry will resume at Rick Coes hangar. This is a sure sign of summer. Come join us at 5:30 on Wednesdays for camaraderie, hangar flying, actual flying and delicious hamburgers, brats and fixins. These are not the famed "hundred dollar" airport hamburgers (unless you arrive in a twin-Beech!)

I have been sneaking over to Rick' 5 hangar whenever I can break away from home chores. There's always something in progress either there or at the Mohr, McMahon or Cohen hangars. New friend, Dr Glenn Burt, has recently taken delivery of a Sopwith Pup kit from the Baslee factory in Holden, Missouri. Glenn spent

several days at the factory, hands-on with the Baslee crew, learning construction techniques and tuning a rack full of aluminum tubing into a recognizable fuselage. If you are of British descent, I apologize. I should have said "Al-u-minimum" tubing!

In any case, Glenn has now fabricated the empennage components and fitted them to the fuselage. I lifted the horizontal stabilizer / elevator, finding them truly "ultralight". Of course the finished aircraft will not be

Seek out and mentor the young people who show the slightest interest in flying

an ultralight when Glenn hangs that lovely seven-cylinder, Rotec radial on the front end. Unlike some of the WW-I replicas Baslee sells, the "Pup" lives up to it's name, full scale but small.

You know me, finding humor in almost any situation, I couldn't resist adding this sign to the entrance door of Rick's hangars.

COE'S KENNEL
Healthy *PUPS raised here!
(M.D. Supervised)
* A.K.C. Registered
Miniature Sopwith breed.

Sure is fun living on an active airport where I can hear and see a wide range of, aircraft coming and going and being available to help



on projects when asked. The annual Safety Seminar was held in Wisconsin Rapids on March 7th. If my memory serves me. I believe Steve Krueger said there were one hundred ten attendees. In addition to the usual engine maintenance and lubrication presentations, the gentleman who filled in for our own Brian Krueger was famed aerobatic pilot Michael Wiskus. He told of hanging on the airport fence when he was a kid(I know I did!) and

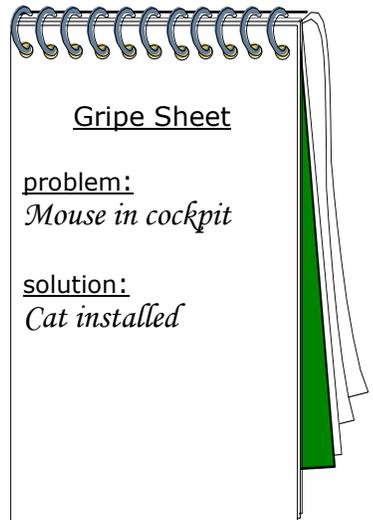
of the men that mentored him through his early days of flying. His story of buying a beat-up Stits biplane and beating the big-bucks Sukhoi boys in international competition was fascinating. The point he made here, whatever you fly in whatever the mode, practice, practice, practice! The second point he made and certainly one we all must heed, whether we actively fly or just support sport aviation, seek out and mentor the young people who show the slightest interest in flying. He said many of the FBO operators create an unfriendly attitude at the airports they manage. We must make it our job to change that atmosphere and mentor our next generation of fliers. Syd Cohen, Steve Krueger, Dan Marlenga and many others in our chapter

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Gripe Sheet

problem:
Mouse in cockpit

solution:
Cat installed

Editors Notes cont...

(Continued from page 1)

already heed that message. Lets all do so whether we own and fly a plane or take a youngster along to an empty lot with a model plane, explaining the magic of flight.

During the Seminar I manned the chapter table and signed up some new members when John Heckendorf, our treasurer, had to leave early. I also displayed my new Ultralight Anthem tee shirts and sold several that day. Overall it was a day well spent. My only personal disappointment was not seeing the lovely Chapter 41 secretary there, Sally Lamers. I found out later that she had a good reason for not being there that day. It seems she was busy marrying her "main squeeze", Bill. Sally and Bill, we wish

you all the best, both on the ground and airborne in Bill's trike. Good Luck and God Bless!

Our March chapter meeting was held at the Stevens Point FBO on March 21st. We had a good turnout on a pleasant day. Several planes on the ramp, good food, good talk, what more could anyone ask. After the meeting and lunch, Syd Cohen gave several people a ride in his Ercoupe. We need more Aviation Embassadors like Syd in our ranks. Thank you Syd!

When President Steve Krueger called me this week to request I get my copy to Tom and Mark one week early, he mentioned an incident son Brian was involved in. It seems Brian had just landed the Saab airliner he flies at it's destination in South Dakota and was spooling down the turbo props when a large

pheasant hit one of the props. It damaged the prop and what was left of the bird was certainly not suitable for "Pheasant Under Glass" for the evening dinner. Again we see that Brian's ultralight training came through, only hit birds when your aircraft is on the ground!

See you in Tomahawk on April 18th.

Bill Markstrum

P.S. Whenever our chapter proudly displays its beautiful "Flight Log" with all the proficiency plates it has won over the years, it somehow disappears from it's stand. We know it's a jealousy thing from the other UL Chapters, but, as they say in the movies, "We are rounding up the usual suspects." Trouble is, they're in the southern part of the state! We shall seek you out!

March 2009 Meeting Minutes

The meeting was held at the Stevens Point Airport on Saturday, March 21, 2009, with President Steve Krueger presiding. Secretary and treasurer's reports were given and approved.

Pilots flying in included Merrill McMahan, Syd Cohen, Jim Rudder, Joe Mapes, Dick Neitzel, and Steve Krueger along with student pilot, Jim Klemen. Jim and Tina Jaggard taxied in from their hangar.

Syd Cohen told about the upcoming visit of the B-17 to the Wausau Airport during the last weekend in June. Volunteers will be

needed. Contact Syd or Steve if you can help.

Steve reported that 170 people attended the Safety Seminar in WI Rapids. This is a slight increase from last year's attendance.

Airplane/flying reports:

Jim Klemen is taking lessons from Steve in his Kolb. He is happy with the Kolb and expressed his satisfaction with his instructor.

Jim Rudder reported that he has flown half of the test flight period on his Challenger II. He has a 50 mile radius flight test area.

Ron Detert said he is nearing the covering of his minimax

project, built from aluminum cans. He is looking for a shop, bigger than his, to do the covering and assembly of the plane.

Steve gave a report on TFR violations. Last year in Wisconsin, there were a total of 47 violations. In just a one week period this year, there were 22. The fine for a violation is BIG, and there have been numerous TFR's lately, so please check TFR's before flying.

Membership dues of \$12 were collected. Steve had a current list of who is and isn't paid. You may check with him or John to see if

Next NCWLF Meeting April 18

The next Chapter 75 Meeting is Saturday April 18, 2009 1:30 PM at the Tomahawk Regional Airport. Bring your plane if you got one. Hope to see you there.

Membership Dues

Our fiscal year runs from May 1st to April 30. \$12.00 yearly memberships will be taken at our next meeting. Or you can send \$ to:

NCWLF

PO Box 12

Schofield, WI 54476



Eagle River Children's Museum

The children's museum in Eagle River is putting up an aviation display and has been donated a Sonerai II to the effort. The engine and gear have been removed and apparently there was an extra canopy. Funds generated by the sale of these parts will be used to make a decent looking display aircraft.

Parts for sale:

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 feet X 2 feet approx 18 inches high. Has a few scratches.

If interested, contact Ron Lorch 715-891-7234. Pictures available.

March 2009 Meeting Minutes—cont

(Continued from page 3)

you are paid.
We welcome new member, Kurt Kamin, to Chapter 75. He flies a Challenger.
The next meeting is April 18 at the Tomahawk Airport. Thanks to the following for providing the food and drink

we enjoyed after the meeting: Jim & Tina Jaggard, Bill Reed, Joe Mapes, Ron Wallace.
Merrill Mc Mahan invited us to the Wednesday 5:30 hamburger night and Saturday morning breakfast. Both events have a free will

offering and are held at Rick Coe's hangar at the Wausau Airport.
The meeting was adjourned.
Secretary to the Assistant Secretary to the Secretary,
Sue Buss



NCWLF 2009 Calendar of Events



April

- 4 Pancake Breakfast** Wittman Regional Airport - OSH 7:30 am—11 am Steve Wittman Birthday Party Fly In & Car Show. Everyone Welcome. eaa252@gmail.com www.eaa252.org
- 18 Chapter Meeting** Tomahawk Regional Airport 1:30

May

- 16 Chapter Meeting** Location TBD
- 30 Oconto Airport Fly In (OCQ)** 8 am to 5 pm SLAs, general aviation aircraft, ultralights, hang gliders, power parachutes, experimental aircraft and warbirds. Jim Valentine 920-848-5868

June

- 20 Chapter Meeting** Location TBD

July

- 10 Chapter Meeting** Abbotsford Fly In
- 27 - Aug 2 AirVenture** Oshkosh

August

- 8 Musky Day Fly In** Boulder Junction
- 15 Chapter Meeting** Location TBD

September

- 19 Chapter Meeting** Location TBD

October

- 17 Chapter Meeting** Location TBD

November

- 14 Chapter Meeting** Location TBD

*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

- ✈ Aero Vee VW engine that appears to be 1700 CC. Needs some TLC to make it a i r w o r t h y . Spring landing gear with wheels, tires and cable brakes. 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 for 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@meworldnet.com Owner is FAA certified S-LSA, E-LSA repairman 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@meworldnet.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 unfilter carb filters 2 ½ 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.
- ✈ KR2 30% built, on gear less engine and instruments. Paul Prime Mills, WY 307 -235-3549
- ✈ 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. Martin Goochmac2@aol.com

Pheasant Strike

It was all normal...a flight from Pierre, South Dakota to Watertown, South Dakota. A very short flight.

A little background information, South Dakota has a TON of migratory waterfowl flying through the state each year around this time. Minneapolis center even gave us a pilot report that a pilot sighted "thousands of snow geese flying through the area".

I was the pilot flying and believe me both me and the captain were on our toes watching all the birds around us. Once we got on final for runway 12, over a lake, and down to about 500ft, I made a smooth landing, and we rolled down the runway - relaxing a bit that we didn't hit any birds in the air. At about 60-70 knots on the rollout, we saw a pair of Pheasants that decided to go for a Saturday morning stroll across the runway. With no room to swerve and literally no time to break, the next thing we saw was feathers flying everywhere.

The rest is history....6 inches of our prop missing and dead pheasant. The propeller has a nickel leading edge to protect the carbon fiber prop, which got sheered off by a pheasant.

Amazing what only a small bird can do....and we thought we were safe after missing the ones in the air!

I took these pictures with my phone. I'm just amazed that a pheasant did this. Not many pieces left of the bird.

Brian Krueger



Is your membership expiring?

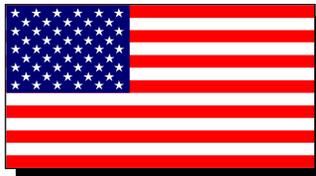
This may be your LAST NEWSLETTER.

**Did you receive an email notification?
Or, check your mailing label.**

Send your membership dues **today**

**NCWLF
PO Box 12
Schofield, WI
54476**





Other Area EAA Chapters

EAA UL 1 Milwaukee
Steve Magdic
262-820-9938
steve.magdic@1psg.com

EAA UL 41 Oshkosh
Bill Brown
920-721-9237
bill.brown@alcan.com

EAA 640 Gleason
Harry Gladwin
715-453-8669
hngrad@newnorth.net

EAA 992 Marshfield
Dave LeVoy
715-676-2282
(No e-mail)