



# EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

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## Editors Notes

by Bill Markstrum

I have just turned the engine off on my faithful, old Subaru, shoveled the driveway and unloaded the car after spending the Easter holiday in the land of "OZ", Kansas that is. We've come from green grass and budding trees back to the snow-covered fields of Wisconsin. At least we will enjoy two springs this year. Our primary reason for Kansas was to visit our daughter, granddaughter and great-grandson. I hope your Easter holiday was as nice as ours. Our accommodations were excellent and without

I'm sure you've seen some of Bob's products at AirVenture in years past, several Fokker replicas including the Eindecker, and my personal favorite, the very basic and a true ultralight, the Dream Classic. I have the literature



cost, since our daughter is the live-in Health Director at St. Mary University in Leavenworth, Kansas, and run by the Sisters of Charity. After attending religious services with them, often eating with them, I have a certain glow on my head. You who make it to the Sun and Fun fly-in may return with a sun-burned head but I've got the real thing, a "halo"!

While the celebration of the holiday was certainly meaningful and visiting family was most enjoyable, I was unable to connect on the two aircraft adventures I had planned. I had planned to visit Bob Baslee's Airdrome Aeroplanes factory in Holden, MO, just south of Kansas City but I was unable to make arrangements in the time allotted.

and DVD on these aircraft if you want to borrow them. Another stop I planned to make was at the Iowa Aircraft Museum in Greenfield, Iowa. In the interests of time and better over-night housing further north, we had to bypass this museum as well. Hopefully, I will be a more reliable field reporter on my next trip to the area.

What I'm going to report next should probably be put in the form of a riddle. While in Iowa I saw hundreds of turning propellers but no airplanes-----? The answer of course is the many "Wind Farms" scattered throughout the Iowa countryside, those high-mounted, huge three-bladed props generating electricity on the Midwestern plains. Who said the winds blow free out there?



I did make my usual pilgrimage to the Amelia Earhart Museum in Atchison, Kansas to pick up a few souvenirs for my special friends back home. If you're in that area make time to visit Amelia's birth-place and learn more of her early life. She was quite a gal. When I picked up several of the lapel pins made each year, I was amazed to find that seventy years has gone by since she disappeared in the south Pacific.

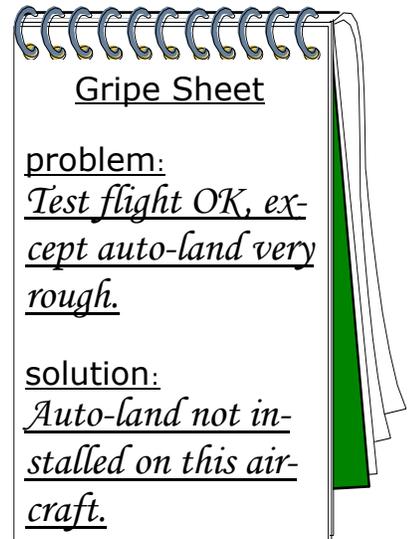
I did pick up on one aviation related item, perhaps not in the category of LSA or ultralight but still of interest. The March 25th Kansas City Star newspaper had a front-page picture of the new, highly efficient Bombardier C-Series passenger jet. There is a good possibility that a large assembly plant for that plane will be built adjacent to the K.C. airport. A major reason why the Montreal based company is considering the U.S. rather than a Canadian location is that the U.S. dollar is selling below the Canadian dollar, thus making it cheaper to build here. It would also be located in an area rich in trained aircraft workers (St. Louis, Wichita, etc.) Lets hope Bombardier chooses the K.C. location.

"What's that? No Earl, the C-Series plane won't be powered

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### Gripe Sheet

problem:  
Test flight OK, except auto-land very rough.

solution:  
Auto-land not installed on this aircraft.



## NCWLF March 2008 Meeting Minutes

The meeting was held in the new FBO building at the Stevens Point Airport. President Steve Krueger called the meeting to order. The twenty-eight members in attendance introduced themselves. Steve Krueger and Lyle Banser flew their planes to the meeting. Secretary and treasurer's reports were read and approved. Airport manager, Cory Marski, welcomed us to the airport and its services. He was thanked for letting us use the facility.

Steve displayed a copy of FAR 103-7. This document was discussed at the last meeting. Jim Cornelius gave a report on the ELSA repairman course and obtaining the Repairman Certificate.

Bill Markstrum, Ron Detert, and John Heckendorf were thanked for manning the table at the safety seminar. Four new members joined Chapter 75.

Project reports were given by Jim Jaggar on his Avid, Wayne Poppy on his Star

Duster, and Merrill McMahan on his Piper.

Jim Jaggar, Barb Reed, Joe Mapes, and Sue Baumann provided the barbeque and cookies.

Ron Detert had the Chapter CD library at the meeting for anyone interested in checking out a CD.

The next meeting will be held at the Tomahawk Airport on April 19th. The meeting was adjourned.

Assistant Secretary,  
Paul Buss



### Next NCWLF Meeting April 19

The next Chapter 75 Meeting is at the Tomahawk Regional Airport terminal building 1:30 PM, Saturday April 19, 2008. Special thank you to Bob Lussow and the friends of the Tomahawk Airport. Hope to see you all there!

### ELSA Condition Inspection Specialist

Hello, my name is Bret Taplin, fellow EAA UL 75 member. I recently completed the 120 hr repairmans course. If you are looking for help with your annual ELSA condition inspection, I am available to assist. Bret Taplin 715-341-4093  
b t a -  
plin@msworaldnet.com

Clear skies always.



## 2008 NCWLF Calendar of Events



**April 8 - 13, 2008 Sun N Fun**

Lakeland, FL

**April 19, 2008 Chapter Meeting**

Tomahawk Airport

**May 17, 2008 Chapter Meeting**

John Verfuert Flying V Field Spencer WI

**June 21, 2008 Chapter Meeting**

Location TBD

**July 18-20, 2008 LaSee/Jakel Barnstormer Fly-in**

Abbotsford, WI

**July 19, 2008 Chapter Meeting**

LaSee/Jakel Fly-in Abbotsford

**July 28 - August 3, 2008 EAA Air Venture**

Oshkosh

**August 16, 2008 State UL & Light Plane Fly In**

Wild Rose Airport

**August 16, 2008 Chapter Meeting**

Wild Rose Airport

**September 20, 2008 Fall Fly In**

Flying O Ringle WI

(Continued on page 4)

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

**Caldnar of Events  
cont...**

- September 20, 2008**  
**Chapter Meeting**  
With EAA 640 Flying O  
Ringle WI
- October 18, 2008**  
**Chapter Meeting**  
Location TBD
- November 15, 2008**  
**Chapter Meeting**  
Location TBD
- December 13, 2008**  
**Chapter Meeting**  
Location TBD

**From the NCWLF Archives**

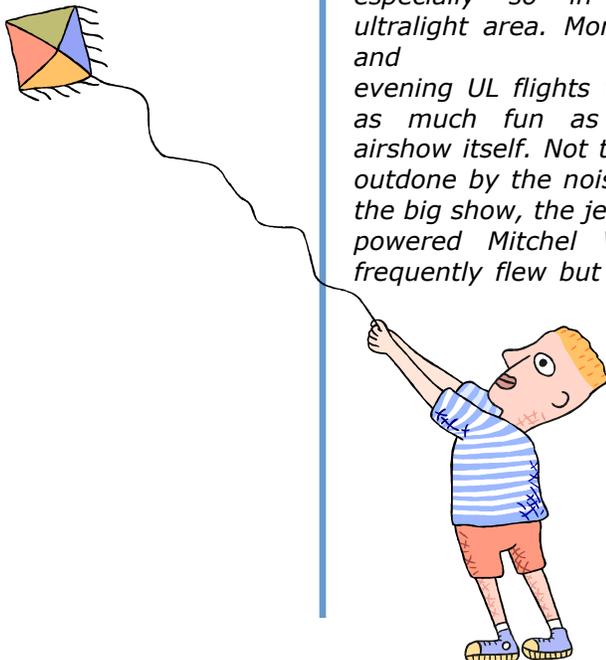
Editors Notes  
August 1996

Less than a week has gone by since we returned from Oshkosh but the sights and sounds of that wonderful pilgrimage are still fresh and I am sure will remain so for many months. This year my wife and I were fortunate enough to spend four and a half days parked in Ollies Campground thanks to John Reisinger's arranging reserved camping spots with his friend Ollie. Thanks John! The location was ideal since it adjoins the ultralight area and is just a fence away from the airshow and all activities with the "heavy iron" as well. As always, there was much to experience and learn all over the field, especially so in the ultralight area. Morning and evening UL flights were as much fun as the airshow itself. Not to be outdone by the noise of the big show, the jet-powered Mitchel Wing frequently flew but only

for fifteen minutes on one tank of fuel. It was facetiously announced they were working on an air to air re-fueling method! Also, congratulations to Sid Cohen for Best Ercoupe among twenty or more at Oshkosh. My wife and I were particularly impressed with the camaraderie and helpfulness of everyone, even in the campground. And then there were the after-hours social activities! More than a dozen of our chapter members gathered in the area of Steve Krueger's "Headquarters Tent"; complete with NCWLF sign and flag, on Saturday for fellowship, snacks, and beverages. Yours truly brought his old squeeze box and after several songs, introduced the "Ultralight Song" I wrote for our chapter. This seemed to be a hit and we practiced the words until our camping neighbors said, "Enough Already!". It was decided that those members still in Oshkosh on Sunday

night would all attend the UL pig roast at the nature center and we would present our song to the UL world. The food and brew were excellent and when the band took a break the "Ultralugs" did their song to much applause from the over four hundred present. We may be the new kids on the block but we made them aware of Chapter 75! Mary Jones the editor of the *Experimenter* will publish the song in a forthcoming issue of the magazine. It was pointed out several times during UL activities at Oshkosh that it was only twenty years ago since John Moody showed up with his foot launched, powered "Easy Riser." What a long way the Ultralight movement has come since then. Let's keep nurturing the movement in our ranks and encourage the government to do the same by keeping our safety record above reproach.

Bill Markstrum

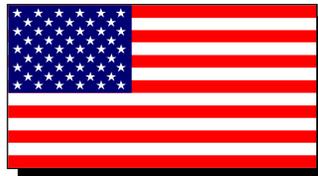


## Buy Trade Sell

- ✈ 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. propaeller, 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 repairman w/ maintenace rating.
- ✈ Other items. External 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 resonable 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 unifilter carb filters 2 ½ inch. Brand new. \$20 for all. Orlie 715-683-2710.
- ✈ 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
- ✈ 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
- ✈ 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.com



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**Other Area EAA Chapters**

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**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)**