

EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476



Editors Notes

by Bill Markstrum

Some good things can be said for the month of March, there will be many days with the smell of spring in the air. Can the smell of two-cycle exhaust be far behind? Another great thing about March is the Ultralight Safety Seminar for our area. By the time you read this, many of us will be back from Wisconsin Rapids with our minds full of good safety and maintenance tips, a bag full of freebie literature, and hopefully, some door prizes and raffle goodies. I thought I'd try to get a jump on our MC, Frank Beagle, and write my own safety tip.

If you receive EAA's excellent magazine, the Experimenter, the February issue had an article on an Automatic Mixture Control device or high altitude compensator. I hadn't done more than skim-read the book when Rich Papa called to ask whether I had noted our chapter's claim to fame on

page 45 of that article. Sure enough, the author wrote, "Even though the Ultralight Anthem from EAA Air Venture, Oshkosh 2003 still rings in my memory, "Low and slow, the way to go----". How about that, the song I

If you're flying along
And the engine gets sick,
Lower the nose
And work that stick!

wrote for our chapter and named "Anthem" by Editor Mary Jones, is getting more press.

Speaking of the Experimenter, the name is being retired with the present March issue and will henceforth be known as the "EAA Sport Pilot and Light Sport Aircraft" magazine. Lets hope that as the April issue arrives "sporting" that title, so also will word arrive that the FAA and the other gov-

ernmental departments involved, announce acceptance of the Sport Pilot and Aircraft category. I think we're all anxious to get on with it. Hopefully it will give general aviation the shot in the arm it needs.

As we swing into another flying season I want to thank the many chapter members who contributed excellent maintenance and flying adventure articles to our newsletter over the past year. I encourage more of the same in the coming months. Call me if you have an idea or need help with the composition. Also make use of our "Buy, Trade, Sell" section in the newsletter. Remember, your request has a world-wide audience on our Web Site.

Wishing you progress with your project and patience with the weather.

Bill Markstrum

Vol 9, Issue 3
March 2004

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The 3 best things in life are a good landing, a good orgasm, and a good bowel movement. The night carrier landing is one of the few opportunities in life to experience all three at the same time.

February 2004 NCWLF Minutes

Our February 21st meeting was held at the Antigo airport. President Steve Krueger called the meeting to order at 1:30 pm. We introduced guests and members. The secretary and treasurers reports were approved as read.

Old business Steve Kuchera was presented with a chapter

service award for his work as a technical advisor.

New business We voted to donate \$100 to the Ultralight Safety Seminar to be held on Saturday, March 6th, at the Mead Inn in Wisconsin Rapids. Several people volunteered to work at our Chapter table during breaks at the

Safety Seminar. We thanked Jerry and Kim Smith and the Antigo FBO for their hospitality. Our next meeting will be on March 20th in Stevens Point.

Dody Neubauer
Secretary

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NCWLF Treasurer Report February 2004

Balance Fwd	\$ 196.11	Disbursements	
Checking Deposits		Postage	23.31
2004 Calendars	17.00	WULAC Safety Seminar	100.00
Donations	65.00	Total Disbursements	\$ 123.31
Total Deposits	\$ 82.00	Ending Balance	\$ 154.80
		Savings Balance	\$ 501.20

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

Date _____

Name _____

Phone _____

Address _____

City _____

State _____ Zip _____

USUA# _____ EAA# _____

Type of Ultralight you fly _____

Membership Dues Schedule

- | | | | |
|-------------------------------------|-----------------------------------------|----------------------------------------|----------------------------------------|
| <input type="checkbox"/> \$ 12 May | <input type="checkbox"/> \$ 9 August | <input type="checkbox"/> \$ 6 November | <input type="checkbox"/> \$ 3 February |
| <input type="checkbox"/> \$ 11 June | <input type="checkbox"/> \$ 8 September | <input type="checkbox"/> \$ 5 December | <input type="checkbox"/> \$ 2 March |
| <input type="checkbox"/> \$ 10 July | <input type="checkbox"/> \$ 7 October | <input type="checkbox"/> \$ 4 January | <input type="checkbox"/> \$ 1 April |

Payment of dues affords me voting privileges, and a subscription to news updates.

This newsletter is a monthly publication of the North Central Wisconsin Lite Flyers and is free to all club members. Items you would like included in the newsletter should be sent to:

Thomas L. Voss

15203 Short Lane Marathon, WI 54448

tvoss@pcpros.net

Items received by the 5th are considered for that months' publication.

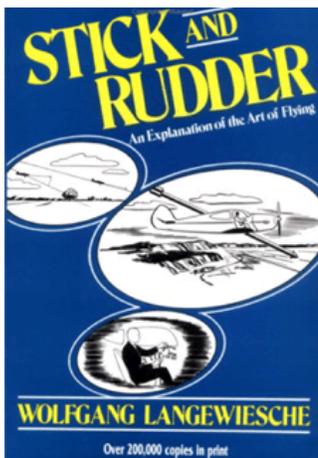
Change of address and membership inquiries should be directed to:

Steve Norris (715) 675-2876

Comments, questions, suggestions, etc... can be sent to tvoss@pcpros.net

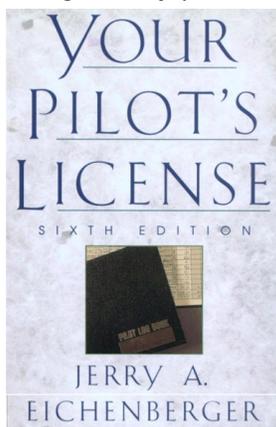
Spring Time - Time for Arm Chair Flying

Springtime in Wisconsin is just around the corner and with it comes warmer days and more sun light, which means it's also time to dust off the wings, check the oil and go flying. But spring in Wisconsin also means plenty of rainy days, days that are perfect to clean the garage, clean the hangar, or clean the cobwebs from our minds and brush up on some armchair flying before getting into the skies on nicer days. Two great books to read before you venture out are the classic *Stick and Rudder*, and *Your Pilot's License*.



Stick and Rudder, written by Wolfgang Langewiesche, was

first published in 1944, but its legacy lives on today. It is a highly recommended read for anyone interested in aviation and the dynamics of flight. The author presents the basics of flight, explaining how the airplane works and why the controls do what they do in an easy-to-understand method unlike that of many textbooks. I read it in preparation for beginning my Ultralight training, but even those who have been flying for years, and hold a multiengine jet rating, will enjoy this classic.



Your Pilot's License, by Jerry Eichenberger, is now in its seventh edition. The author takes you step by step

through what is involved in obtaining your Private Pilot's License and includes information on the proposed Sport Pilot Rule. He touches base on many of the basics from your first ride, to plotting a route before soloing and even what to expect on the check ride. For those that do not already hold a Private ticket, those looking to transition from Ultralight Pilot to the highly anticipated Sport Pilot rating, and for those looking to brush up on the basics before getting back into the cockpit after a long winter, this is a great book.

As we all know too well, complacency is directly linked to safety, or lack thereof. For pilots of Ultralights and light sport aircraft, to those that sit in the left seat of a jetliner, refreshing on the basics is always a good idea. I hope you take advantage of a rainy day and check out these two books. Happy armchair flying!

Matt Keyes, La Crosse
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EAA#715967

Youth Flight Camp

This summer the Wausau Airport and Wausau Flying Service is starting a new program for kids which will be promoted through the Marathon County Parks "Summer Fun Activities Brochure". We're calling it Youth Flight Camp. There are 3 age groups.

Youth Flight Camp ages 8 - 10 will be June 28th - July 2
Youth Flight Camp ages 11 - 13 will be July 6 - 10
Youth Flight Camp 14 + will be August 9 - 13
Each day will be about a 2-hour session with the kids. You can get a detailed description of each flight

camp and the cost by going to www.flywausau.com/adventures.html

This program is meant to be held annually. The camps are designed to be progressive in nature so that as the kids graduate from one, they will proceed to the

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Next NCWLF Meeting March 20

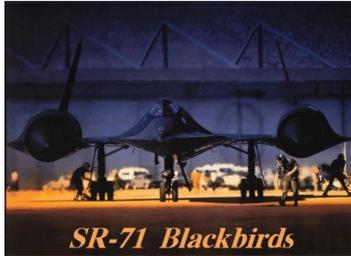
Our next chapter meeting is on Saturday, March 20, 1:30, PM at the Stevens Point airport. Thank you Joe Mapes for securing the meeting place. It has been a few years since we visited the St. Point airport. Looking forward to seeing everyone.

Your Event

Why not have your event featured in the newsletter and on the website? Send your pictures, articles, notes, etc... Email to tvoss@pcpros.net or mail to Tom Voss - 15203 Short Lane, Marathon, WI 54448

Now is also a great time to send items for 2004 calendar of events. It is never too early but if you wait too long it could be too late.

SR-71 Stories



In his book, *Sled Driver*, SR-71 Blackbird pilot Brian Shul writes: I'll always remember a certain radio exchange that occurred one day as Walt (my back-seater) and I were screaming across Southern California 13 miles high. We were monitoring various radio transmissions from other aircraft as we entered Los Angeles airspace. Though they didn't really control us, they did monitor our movement across their scope.

I heard a Cessna ask for a readout of its ground speed."90 knots" Center replied. Moments later, a Twin Beech required the same. "120 knots," Center answered. We weren't the only ones proud

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Youth Flight Camp cont...

(Continued from page 3)

next age appropriate flight camp the next year.

Here's where we need Chapter 75's help. Youth Flight Camp ages 11 -13 is meant to expose the kids to different aspects of aviation. If everything works out the way we would like, the kid's will be able to participate in an airport tour, a hot air balloon launch, fly a radio controlled model, and get a Young Eagle Flight. I would like to include an ultralight/sport plane demonstration as one of those aviation areas we can expose the kids to.

As our schedule would have it, on Wednesday July 7th is

when we would like to have the ultralight demo. The suggestions for the demo could include a discussion about the ultralight/sport plane movement, about the airplanes, how the kids could get involved with chapter 75, maybe have different ultralight aircraft on display and maybe even do some demonstration fly-bys. The whole thing shouldn't take more than an hour. Is this something that you and your members would be willing to participate in? Does that day work for you? If not, right now we are very flexible on the schedule for that week. Would you like me to pre-

sent my proposal at a chapter 75 meeting?

We are trying to enlist all the aviation oriented groups in our area to participate i.e. EAA75, EAA243, EAA640, Wausau R/C Sportsman, etc. I like to use youth hockey as a metaphor for what we are trying to do. Think of this as a feeder program for aviation. Please let me know what your thoughts are, and whether your group would be willing to participate. I've already presented the idea to the R/C Sportsman and EAA 243.

John P. Chmiel
Wausau Flying Service, Inc.

Colonel Joe Kittinger



The following is re-printed from an interview found in Forbes Global magazine.

Joe Kittinger is not a household aviation name like Neil Armstrong or Chuck Yeager. But what he did for the U.S. space program is comparable.

On Aug. 16, 1960, as research for the then-fledgling U.S. space program, Air Force Captain Joseph Kit-

tinger rode a helium balloon to the edge of space, 102,800 feet above the earth, a feat in itself. Then, wearing just a thin pressure suit and breathing supplemental oxygen, he leaned over the cramped confines of his gondola and jumped...into the 110-degree-below-zero, near-vacuum of space.

Within seconds his body accelerated to 714 mph in the thin air, breaking the sound barrier. After free-falling for more than four and a half minutes, slowed finally by friction from the heavier air below, he felt his parachute open at 14,000 feet, and he coasted gently down to the New Mexico desert floor. Kittinger's feat showed scientists that astronauts could survive the harshness of space with just a pressure suit and that man

could eject from aircraft at extreme altitudes and survive. Upon Kittinger's return to base, a congratulatory telegram was waiting from the Mercury Seven astronauts--including Alan Shepard and John Glenn. More than four decades later Kittinger's two world records--the highest parachute jump, and the only man to break the sound barrier without a craft and live--still stand. Forbes Global decided to visit the retired colonel and Aviation Hall of Famer, now 75, at his home in Altamonte Springs, Florida, to recall his historic jump.

FORBES GLOBAL: Take us back to New Mexico and Aug.16, 1960.

JOE KITTINGER: We got up at 2 a.m. to start filling

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Colonel Joe Kittinger cont...

(Continued from page 4)

the helium balloon. At sea level, it was 35 to 40 feet wide and 200 feet high; at altitude, due to the low air pressure, it expanded to 25 stories in width, and still was 20 stories high! At 4 a.m. I began breathing pure oxygen for two hours. That's how long it takes to remove all the nitrogen from your blood so you don't get the bends going so high so fast. Then it was a lengthy dress procedure layering warm clothing under my pressure suit. They kept me in air-conditioning until it was time to launch because we were in the desert and I wasn't supposed to sweat. If I did, my clothes would freeze on the way up.

FG: How was your ascent?

JK: It took an hour and a half to get to altitude. It was cold. At 40,000 feet, the glove on my right hand hadn't inflated. I knew that if I radioed my doctor, he would abort the flight. If that happened, I knew I might never get another chance because there were lots of people who didn't want this test to happen. I took a calculated risk, that I might lose use of my right hand. It quickly swelled up, and I did lose use for the duration of the flight. But the rest of the pressure suit worked. When I reached 102,800 feet, maxi-

mum altitude, I wasn't quite over the target, so I drifted for 11 minutes. The winds were out of the east.

FG: What's it look like from so high up?

JK: You can see about 400 miles in every direction. The most fascinating thing is that it's just black overhead—the transition from normal blue to black is very stark. You can't see stars because there's a lot of glare from the sun, so your pupils are too small. I was struck with the beauty of it. But I was also struck by how hostile it is: more than 100 degrees below zero, no air. If my protection suit failed, I would be dead in a few seconds. Blood actually boils above 62,000 feet. I went through my 46-step checklist, disconnected from the balloon's power supply and lost all communication with the ground. I was totally under power from the kit on my back. When everything was done, I stood up, turned around to the door, took one final look out and said a silent prayer: "Lord, take care of me now." Then I just jumped over the side.

FG: What were you thinking as you took that step?

JK: It's the beginning of a test. I had gone through simulations many times--more than 100. I rolled over and looked up, and there was

the balloon just roaring into space. I realized that the balloon wasn't roaring into space; I was going down at a fantastic rate! At about 90,000 feet, I reached 714 mph. The altimeter on my wrist was unwinding very rapidly. But there was no sense of speed. Where you determine speed is visual--if you see something go flashing by. But nothing flashes by 20 miles up--there are no signposts there, and you are way above any clouds. When the chute opened, the rest of the jump was anticlimactic because everything had worked perfectly. I landed 12 or 13 minutes later, and there was my crew waiting. We were elated.

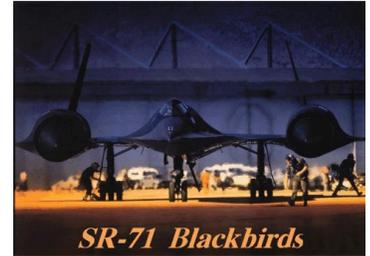
FG: How about your right hand?

JK: It hurt; there was quite a bit of swelling and the blood pressure in my arm was high. But that went away in a few days, and I regained full use of my hand.

FG: What about attempts to break your record?

JK: We did it for aircrews and astronauts--for the learning, not to set a record. They will be going up as skydivers. Somebody will beat it someday. Records are made to be busted. And I'll be elated. But I'll also be concerned that they're properly trained. If they're not, they're

SR-71 Stories cont...



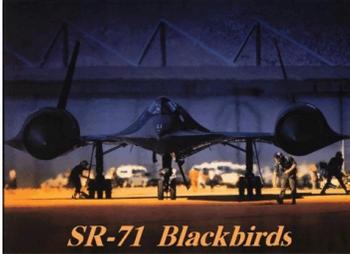
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of our ground speed that day as almost instantly an F-18 smugly transmitted, "Ah, Center, Dusty 52 requests ground speed readout." There was a slight pause, then the response, "525 knots on the ground, Dusty." Another silent pause.

As I was thinking to myself how ripe a situation this was, I heard a familiar click of a radio transmission coming from my back-seater. It was at that precise moment I realized Walt and I had become a real crew, for we were both thinking in unison. "Center, Aspen 20, you got a ground speed readout for us?" There was a longer than normal pause.... "Aspen,

(Continued on page 6)

SR-71 Stories cont...



SR-71 Blackbirds

(Continued from page 5)

I show 1,742 knots" (That's about 2004.658 mph for those who don't know)

No further inquiries were heard on that frequency.

In another famous SR-71 story, Los Angeles Center reported receiving a request for clearance to FL 600 (60,000ft). The incredulous controller, with some disdain in his voice, asked, "How do you plan to get up to 60,000 feet? The pilot (obviously a sled driver), responded, "We don't plan to go up to it; we plan to go down to it." He was cleared.

NCWLF Calendar of Events

March 20, 2004 Chapter 75 Meeting

Stevens Point, Wi Stevens Point Airport 1:30

March 23, 2004 Spring Pilot Education Program

La Crosse, Wi Colgan Air Services 7:00 pm

March 24, 2004 Spring Pilot Education Program

Eau Claire, Wi Heartland Aviation 7:00 pm

April 6 - 11, 2004 Bensen Days 2004

Wauchula Florida. Hosted by Sunstate Wing & Rotor Club. Lots of Vendors, Lots of Gyros. Fun for the whole family. Camping on airfield with or without power. Showers, porta pottys, food vendor. Come visit with the Family.

April 13 - 19, 2004 Sun N Fun

Lakeland Florida The City of Lakeland and the Lakeland Linder Regional Airport have hosted the Sun 'n Fun EAA Fly-In for over 30 years. This annual Spring Celebration of Flight brings together those from all over the world, and from all segments of the aviation community to enjoy the best fly-in experience ever.

April 17, 2004 Chapter 75 Meeting

Tomahawk, Wi

May 15, 2004 Chapter 75 Meeting

Location TBD

May 10 - 12, 2004 Wisconsin Aviation Conference

La Crosse, Wi Municipal LSE Pete Drahn 715-358-2802 daredem@nnex.net

June 19, 2004 Ultralight Day

Oshkosh, Wi Pioneer Airport

June 19, 2004 Chapter 75 Meeting

Oshkosh, Wi Pioneer Airport Ultralight Day.

July 10, 2004 Flote-in Fly In

Phillips, Wi Phillips Airport, Harborview Supper Club. Land on water off the end of runway 24. Harborview is located across the highway from the airport.

July 17, 2004 Jakel LaSee Fly In & Chapter 75 Meeting

Abbotsford, Wi

August 8, 2004 Musky Day Fly In

Boulder Junction, Wi

August 20 - 22, 2004 WI State UL Fly In

Wautoma, Wi Lake of the Woods

August 21, 2004 Chapter 75 Meeting

Location TBD

September 18 - 19, 2004 9th Annual Blume-Voss Fly In

Little Chicago, Wi Sponsored by EAA Chapter 243 & EAA UL Chapter 75

September 18 - 19, 2004 Chapter 75 Meeting

Little Chicago, Wi Blume-Voss Fly In Joint meeting with EAA Chapter 243

October 16, 2004 Chapter 75 Meeting

Location TBD

November 20, 2004 Chapter 75 Meeting

Location TBD

December 11, 2004 Chapter 75 Meeting

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NCWLF Calendar of Events

(Continued from page 6)

Location TBD

December 13 - 20, 2004 Centennial of Flight

Oshkosh, WI A Week of Activities Surrounding the Centennial of Flight 902-426-6108

December 17, 2004 Centennial of Flight Banquet

Check these websites for other events

www.dot.state.wi.us/dtid/boa

Calendar of Events is updated monthly.

Contact Tom Voss tvoss@pcpros.net to list events in subsequent newsletters

Buy | Trade | Sell

- ✈️ Acro Sport biplane, needs engine and some instruments. Hangared at the Wausau Airport. \$8,500 Bill 842-7573.
- ✈️ I have the muffler and various mounting brackets for a Quicksilver. Everything is painted and looks very good. New muffler is over \$350, make an offer. Ron 715-665-2431 rpurvis@purvisgrp.com
- ✈️ StarLite Tail Dragger Selling due to 2 place upgrade Single seat rocket N112SL 120mph cruise 45mph stall Built 1986 featured in Sport Aviation Mag of that year. Rotax 447 dual carb, appx. 30 hours, aux.power outlet, electric fuel pump, inline pulse pump Condition inspection complete 9/9/03 \$8500 Firm Call or E-Mail for more info and pics.Steve Magdic 262-820-9938 steve.magdic@lpsg.com
- ✈️ Wanted: Aircraft recovering supplies. Poly-tak, Poly-Brush, Fabric, 107wt, Acid wash, or aluminum cleaner, tapes, Bias and straight. 1" and 2" I could use what ever you have left. I need about 47 yards of fabric for a Bi-Wing. Call me with quantity and price. Pat Kenny Eagle River, WI 715-479-5036 stinkstix@nnex.net
- ✈️ Looking for a long ratio C or E box for Rotax 503 DCDI 2.88 or 3:1 Richard Penney 715 235-2190
- ✈️ 2001 Aventura HP503 Factory Built, < 50 hours, several extras! Rotax 503 dual CDI



with dual Bing Carb upgrade. Electric flaps, electric starter, Ivo prop. BRS-750 soft-pack (\$1,835 value) Airspeed, Alt, RPM, CHT, dual EGT, VSI. Wing tip strobes bilge pump and extra Aux switches. Included not yet installed Auxiliary electric fuel pump, fuel gage, oil injection kit with mounting hardware. Not included but negotiable Comtronics Aero Pro-500 Helmet/Headset (\$500 retail), custom push to talk in joystick, Icom A-22 adaptor, Ram radio/GPS mount, secondary 12 Volt independent accessory power supply, always hangered \$17,900 Steve Norris 715-675-2876 715-551-8606 steve4022@charter.net

- ✈️ Wanted: Used handheld or base aircraft radio. What I would really like is the older handheld STS radio, but

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Awesome Landing



I'm sure all of you have seen many choppers make some daring moves, but this one is spectacular. This shot was taken by a trooper in Afghanistan. Pilot is Larry Murphy, PA National Guard. Larry is a Keystone Helicopter Corp EMS Pilot employee called to active duty. This is a "unique" landing operation and this particular military operation was to round up suspects. Hope all of think about all these wonderful guys and gals doing their job every day.

Video Library

The weather is getting better but is still almost un-flyable (unless you are on skis or floats.) Either way, you would still have to be dressed pretty warm. So, check out a tape from your library and relive those flying moments in the comfort and warmth of your favorite "left seat" chair.



Buy | Trade | Sell cont...

(Continued from page 7)

- it wouldn't have to be. Jeremy Viegut 715-613-6548 after 3:30 pm sir_jeremy@yahoo.com
- Challenger completed in 1997, Single Seat, 230 hrs AF&E, 503 Rotax with Carbon Fibre Warp-Drive Prop, Nickel-edge Dual CID Ignition, Icom A2Z Nav/com, Strobes, Garmin Handheld GPS Mounted, Cabin Heat off Exhaust, Plexiglas Doors, Skis, Extra prop and other stuff. Asking \$14,000.00 Ed Johnson 715-287-3263.
- Rotec Rally 2B 447 CDI B.R.S. 500# soft-pack 4 blade Ultra Prop ICOM A3 radio and headset. \$1750.00 Paul Zarnke 715-848-1816
- Kitfox Lite. Low time 2si engine, BRS chute, trailer and transport package available. Pictures at <http://www.geocities.com/Pipeline/Reef/9058> Asking \$14,000. Tim Duquaine DePere, WI tduquaine@new.it.com
- Looking to trade a 26 ft GMC motorhome for a Cherokee 180, 160, 140 or a Cessna 172. Something to train in and build hours. Does anyone have a Falcon XP for sale or trade, flying or a project? I also have a nice 18 ft sailboat I could trade for a Falcon XP. Ron 573-348-4654 rbeller@midmo.com
- 1992 Challenger 2 503 Rotax engine, updated wings, new puddle jumper floats with re-

tractable wheels. BRS chute, new windows, fiberglass nose cone, flapperons, strobe lights, ski hardware, extra balloon type tires with hydraulic brakes. and held Delcom radio, instruments, and much more. \$ 15,500 or best offer. Glenn Wagner 715-453-8461. Glennsnr71@klinktech.net

- Titan 1 with custom paint - 582 Rotax with 0 rebuild time on engine. Fully updated by Gordy Radtke. Jump seat option / BRS-5 chute. Full instrumentation with EIS. \$ 18,500 Tim Hannagan 92 0/734-8682 Appleton, WI

WE'RE ON THE WEB
<http://www.pcprios.net/~tvoss>

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Schofield, WI 54476

EAA UL Chapter 75
North Central
Wisconsin Lite Flyers

