



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

Editors Notes

by Bill Markstrum

Ah! Quiet at last! As I sit in the shade of our porch on a Sunday afternoon, composing this month's editorial, the only sound I hear is the wind in the pines bordering our property. It's a significant wind so I don't expect to hear any of the aircraft based at the Wausau Airport to be flying today. I welcome the quiet after spending last Friday at

AirVenture. Ron Detert and I made our annual pilgrimage to Oshkosh, the Mecca of aviation.

Having been born the same year that Lindy flew the Atlantic, I grew up along with aviation, savoring each new aircraft development, the 0-3 Aeroncas, Wacos, Stinsons and certainly the rapid development of military aircraft during the war years. One has only to watch an F-22 Raptor in a mock dog fight with a p51 Mustang, to know that our brilliant aeronautical engineers are still at it. I appreciate and enjoy seeing and studying all types of aircraft from the antiques to the light sports and ultralights. It's been my good fortune to get some stick time in many aircraft from sailplanes to tri-motors to Lears and ultralights. I even owned and enjoyed my 172 until I lost my medical to an eye problem. That was about

the time the ultralight movement was started and the FAA established Part 103. I'm saved, sez I!

When our wonderful EAA Editor, Mary Jones wrote of the exciting UL things she saw at Sun 'n Fun, new light weight engines, etc., I was

Give me twenty degrees flaps, Lord, the world is moving too fast!

really pumped up to get "down on the farm" this year. What a disappointment! I guess the alligators must have gotten those vendors on their way to Oshkosh, I surely didn't see them on the UL end of the field. Granted, my limited mobility did keep me on the south end of AirVenture pretty much, so those of you who explored all of the vendor booths "up town", may have discovered some of the things Mary wrote about. I'd be anxious to hear. Maybe I'm wrong, but if it's UL related it should be in and around our "Red Barn". I found mostly mega-buck light sport aircraft well beyond the means of

us retired "Po boys". In agricultural terms, all I found "down on the farm" these last few years was pure-bred Black Angus. How about some cheaper cuts and chicken, next time.



It was only outside the ultralight compound that I discovered an interesting "ultralight vehicle". Our good friend, chapter member, Harold Benisch, was on his electric three-wheeler talking to another gentleman on his new three-

wheeler. Since I am in the market for such a vehicle to use on these AirVenture excursions, I was

immediately interested. The gentleman explained that his was designed by a pilot who needed electric cart mobility after he badly injured his legs in a plane crash. The unit is constructed of aluminum tubing and folds up for transport. When the battery is removed from the frame, it weighs only twenty-nine pounds and can easily be lifted into the car. This man had two batteries velcroed on so he had enough "fuel"

to traverse all of AirVenture from the Warbirds on the north end to the Ultralights on the south end. I sent for and received the info on this unit. The website is TravelScoot.com. like the planes I now enjoy, this unit is low and slow, although I did do a wheelie on my test drive. I wonder if I could attach a fixed wing or chute to this ultralight vehicle?

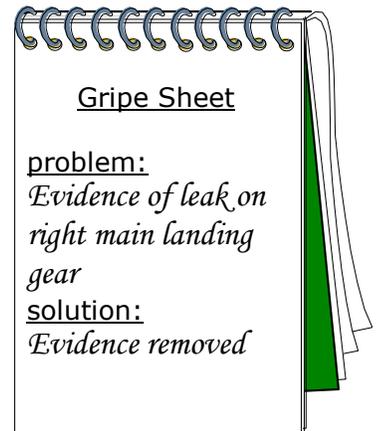
While resting from my

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August 2008

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Gripe Sheet

problem:
Evidence of leak on right main landing gear

solution:
Evidence removed

Editors Notes cont...

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travels and escaping the heat of the sun, I sat for awhile in the shade of Leonard Milholland's Legal Eagle tent. I inquired about the new seat webbing in the displayed Eagle fuselage. It looked more comfortable than the original aluminum strips. It turned out to be a portion of a rope hammock; light weight, breathable and conformable to the maximus glutamnis. It's nice to see ingenuity still alive and well. Meanwhile, back at the ranch, the Wausau Airport, I gave some minor support to Syd Cohen as he hosted the 2008 Ercoupe convention at Wausau just before AirVenture. I arranged for two vans to transport the visitors to their hotels and also gave the invocation at the awards banquet. My blessing must have been good as all forty three planes arrived safely at Oshkosh. They were led there by Colonel Cohen himself. Before they departed Wausau on Sunday morning, I climbed up on my observation tower near the airport fence and took a picture. Haven't had that many winged-things on the

field since the National Air Tour and the sand-hill cranes left for greener pastures..

By the way, the Wausau airport airborne "music" is better than ever these days. There are now three Stearmans based at this field. As the man said, "Real airplanes with two wings and round engines!" These are the sounds I grew up with. It may not be Glenn Miller's big band but it comes close. Last month there was to be a balloon rally at the Wausau airport. That was to include a parade of flight from five to six pm. which would have shown off many of our light planes. Unfortunately, the high winds cancelled out both events plus the late evening balloon glow. As I was taking down my flag just at dusk, four suspicious characters approached me across my front lawn. They were Steve Krueger, his wife Karen and two really suspicious types, Brett Wilke and Don Mahn from Wild Rose. Brett and Don had flow up to be part of the Parade of Flight. Since that was cancelled they parked their plane in Steve's hangar in Merrill and drove down to Wausau with Steve and

Karen. Of course we invited them to share our "orchestra seats" for the fireworks. It was the best pyrotechnic show any of us had ever witnessed. I may have to build bleachers and charge admission next year. As Karen told me several weeks later, "We're still talking about it!" It was a pleasure to have Steve and Karen and our Wild Rose cousins spend the flash and boom evening with us.

Speaking of Wild Rose, our August chapter meeting will be held there, unfortunately, without me. I will be in Virginia attending my grandson's wedding at that time. This is proving to be a hectic summer/fall for me. First a car crash during my daughters visit here in July. I will now have to return her repaired car to her in Kansas, then a wedding in Virginia followed by another in California in October. Give me twenty degrees flaps, Lord, the world is moving too fast!

I will miss all of you at Wild Rose (especially the girls!), and send my best wishes for clear skies and gentle winds.

Next NCWLF Meeting Aug 16

The next Chapter 75 Meeting is at 1:30 on Saturday August 16 at the State Ultralight Fly In Wild Rose, Wi.

July Meeting Minutes

The meeting was held July 19 at the Jakel/LaSee Barnstormer Fly-In at Abbotsford. We were welcomed by Jim and Jack with food and soft drinks under the tent. Good flying weather brought in 9 airplanes and about 6 powered parachutes. The meeting was called to order by Steve, and introductions of the 35 members were made. The treasurer's and secretary's reports were read and approved. Steve has AirVenture notams for anyone interested. A spare tire, wrench, and jack have been acquired for the chapter 243/75 trailer. Jim Cornelius donated



(Continued on page 4)

July Minutes cont...

(Continued from page 3)

the jack and the cost of the other items will be split between the chapters. It was reported that Jim Jagger has flown his Avid. Chapter 75 will be coordinating the poker run for the Ecoupe Convention held at Wausau. Bill Markstrum reported the price of Tom Severson's Hi-Max and trailer has been reduced to \$4500. He also mentioned there are now three stearmans based at the Wausau Airport. Tom Malato reported a Young Eagle event to be held at the Wausau Airport. Dean Turner will be married on July 26. The next meeting will be August 16 at Wild Rose. After the meeting, John Heckendorf collected dues and Ron Detert made the tape library available. We thanked Jim and Jenny Jakel for hosting the meeting. Our proficiency competition was held after the meeting.



2008 NCWLF Calendar of Events



August

- 10 Musky Day Land and Sea Fly-in Boulder Junction, WI (BDJ)
- 15-17 State UL & Light Plane Fly In Wild Rose Airport
- 16 Chapter Meeting Wild Rose Airport
- 17 Tomahawk Regional Airport Fly-In Tomahawk, WI
- 30 Sweet Corn Roast Mathaire Airport Columbus, WI

September

- 06 Merrill Airport Day Big Band Swing Dance Saturday Night. Camping Available. Merrill WI
- 20 Fall Fly In Flying O Ringle WI
- 20 Chapter Meeting With EAA 640 Flying O Ringle WI

October

- 18 Chapter Meeting Location TBD

November

- 15 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*

From the NCWLF Archives

Editors Notes December 1996

The November meeting of Chapter 75 was held at the old terminal building of the Wausau Downtown Airport on Nov 16th. Some of our Main Men were missing, Steve Krueger having some family obligations while Dan Marlenga was at Wisconsin Rapids for the Ultralight Advisory Council meeting. I'm sure Dan will have a report on those proceedings and details on the upcoming safety meeting in Stevens Point early next year. Steve Norris presided over the meeting attended by seventeen people. Member, Gordy Radtke, our resident Rotax expert, answered questions on setting up Rotax carburetion and timing for winter operations. We're fortunate to have such expertise within the ranks of the chapter. Let's not be ashamed to ask questions of these people, however basic they may be. No need to guess when answers are readily available. That's what makes EAA, and especially our chapter, so special. On the evening of the 16th. I also attended the Chapter 243 meeting and found that their next meeting coincided with ours on December 14th. A few phone calls by our President and we now have a winter social event of all four local chapters, 75, 243, 299, and 640. Cook up a dish to pass and join in the fun, early afternoon at the Merrill Airport on December 14th. I recently came across a quote from the pioneer aviator Antoine de Saint Exupery which fairly shouts, "Ultralights are the way to fly!" He said, "A flying machine is perfected, not when there is no more to add to it but when there is no more to be removed from it". With that sage observation I will close my offering but not before wishing all of you a Joyous Christmas and a Happy Save, New Year!

Buy Trade Sell

- ✈️ 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
- ✈️ Kolb Firestar. 447 Rotax. Just overhauled. Prop and gear box overhauled. Single CDI. Tach, Alt. Dual EGTs, Altimeter, Primer, Radio antenna, Strobe. Fabric excellent, Good Paint. Matco Brakes and Wheels. Very good condition. Gone through complete overhaul. 4 hours on motor. \$6,000 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. 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
- ✈️ 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
- ✈️ 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 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.
- ✈️ Tom's Hi-Wing Scratch built & highly modified from HiMax plans. Certified 06. 1700 vw hand start. Steel Landing Gear, Big Wheels & Brakes N248TS Includes custom trailer. \$4,500. Tom Seversen 920-982-2203
- ✈️ 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

17TH ANNUAL SWEET CORN ROAST



**AT MATHAIRE AIRPORT
LABOR DAY WEEKEND**

Hosted By:

HAROLD BENISCH 608-279-6829

ALFRED NELSON 920-992-5305

ED HABERL 920-723-2740

Main Corn Roast

Sat. Aug. 30th 3:00pm

Leftovers Sunday At Noon

Free Camping (No Hookups)

Come Friday Evening or Saturday Morning

Stay Until Monday If You Like.

Traffic advisories 122.9

Left traffic both runways - look for the arrow midfield

5 MILES S.W. OF COLUMBUS ON HWY 73

N.S.2800 FOOT RUNWAY 1 ½ MILES WEST OF THE

BLUE POWER LINE POLES

CO-ORDINATES: N43-15.51 W089-03.99

3rd Annual Wisconsin State Light Aviation Fly-In

Wild Rose Airport

August 15 - 17, 2008

*Powered Parachutes, Fixed Wings, Ultralights,
Powered Para Gliders, Trikes, Light Sport*

*Camping Available Friday and Saturday \$5.00 per night
Proceeds benefit the Wild Rose Airport*

Saturday August 16

7:30 - 9:00 Breakfast (sponsored by Wild Rose Airport Assoc)

9:00 Mandatory Pilot Briefing followed by Proficiency Events

11:30 - 12:30 Awards & Lunch (sponsored by EAA UL 41)

1:30 EAA UL 75 Chapter Meeting (all are welcome)

5:30 - 6:30 Chicken Dinner (sponsored by EAA UL 75)

8:00 Music and Campfire

Bring Your Favorite Instrument and Play Along

Runways: {18 & 36 1700'} {9 & 27 3000'}

Coordinates: N44.11.87 W89.13.07

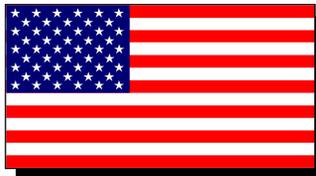
Unicom 122.800;

**Sponsored By
EAA Ultralight Chapter 75**

Contact Event Chairmen for more information

Brett Wilke at (920) 622-4852

Steve Krueger at (715) 536-8828 or at kruegerfly@aol.com



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
hnglad@newnorth.net

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