



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

Editors Notes

by Bill Markstrum

It's January, 2006, and the New Year has just lifted off the runway and is climbing to cruising altitude for what we hope will be a safe and happy journey for all of us through the year. While there was great hope for a more peaceful world in 2005, we still have much to be thankful for. We're especially pleased that both Bill Heil and Helmut Jungerman recovered from their "hard landings". As for me, I am honored to remain as your newsletter editor, hopefully providing a measure of information and entertainment for our members. I recently came across the following quotation from Robert Heinlein regarding the profession of writing: "Writing is not necessarily something to be ashamed of, but do it in private and wash your hands afterwards".

While the weather for the first few days of the new year left something to be desired, we noted with pleasure, that our own Rusty Post was featured on local television, promoting the use of snowshoes for traversing our beautiful snow-covered north woods. Russ manufactures the very popular "Northern Lites" snowshoes, using aluminum

frames and high-tech webbing, a far cry from the wooden frame, sinew models of the past. His products are even winners in the Alaskan snowshoe competitions. Nice going Russ, you're a true ultralighter from the ground up!

Just as I sat down to write my copy for this months

Writing is not necessarily something to be ashamed of, but do it in private and wash your hands afterwards.
Robert Heinlein

newsletter, the mailman arrived with a nice letter from chapter member, Don Mahn of Wild Rose. During our September fly-in I learned that Don was building a Pietenpol, so I sent him an old magazine featuring the Piet with several engine options, as well as Wayne Carstens address and phone number in Arkdale. Wayne, you may recall, is also building a Piet, modified to look like a Fokker D-VIII. They have been in contact with each other already and I'm sure Don will benefit from Wayne's building experience. Don, you thanked me for the intro to Wayne and the info I sent, but that's what EAA is all about, sharing experiences and knowledge. In simple

terms, "Birds of a feather flock together". I will follow your progress closely, Don, and you can expect a visit soon. I am jealous of one thing, that wood heater in your shop. My insurance person doesn't want me to even think about it, while tons of hardwood "BTU's" lay all over my son's property up north. Seems a shame we aren't allowed to use our "renewable" energy.

I breached the Wausau airport's security fence this afternoon to see what was happening on Rick Coe's new project, a scaled down Corsair. Rick wasn't in the hangar so I spent the time hangar-flying with Merrill McMahon. I learned about his experiences with old aircraft powered by the Curtiss OX-5 engine. This "War surplus" engine powered many post W-LI-1 aircraft. One good thing could be said for it, that it produced good pilots with the ability to make emergency landings, often!

January will see two major events at the Wausau airport, one being our annual Christmas party at Syd Cohen's hangar on Saturday the 21st. For members within reasonable range, this

(Continued on page 3)

Vol 11, Issue 1
January 2006

Inside this issue

Editors Notes	1
Treasurer Report	2
Officers	2
Membership Form	2
My Kitfox Flies	3
Next Meeting	3
Chapter Raffle	4
Chapter Calendars	4
December Minutes	5
2006 Safety Seminar	5
Calendar of Events	5
Buy Trade Sell	6

Greatest Lies in Aviation

#16 All you have to do is follow the book.

North Central Wisconsin Lite Flyers
PO Box 12
Schofield, WI

President

Steve Krueger
715-536-8828

Vice President

Robert Payzer
715-385-2979

Secretary

Jim Shnowske
715-693-4254

Treasurer:

Steve Norris
715-675-2876

Board Members:

Dan Marlenga
715-359-7377
Gordy Radtke
715-359-5343

Newsletter Editor

Bill Markstrum
715-845-8673

Web Editor:

Tom Voss
715-443-2835

Videographer:

Ron Detert
715-845-1340

Safety Directors

Carl Greene
715-854-2111
Pat Kenny
715-479-5036
Jack LaSee
715-223-4540

Tech Counselors

Steve Kuchera
715-845-8673



NCWLF Treasurer Report November 2005

Balance Fwd	\$ 1,400.07		
Checking Deposits		Disbursements	
Dues	20.00	Postage	17.39
Donations	120.00	Total Disbursements	\$ 17.39
Total Deposits	\$ 140.00	Checking Balance	\$ 1,522.68
		Savings Balance	\$ 504.97

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

\$ 12 May \$ 9 August \$ 6 November \$ 3 February
 \$ 11 June \$ 8 September \$ 5 December \$ 2 March
 \$ 10 July \$ 7 October \$ 4 January \$ 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

**Editors Notes cont...
by Bill Markstrum**

(Continued from page 1)
is a must attend event, lots of fun, food and gifts. See you there! Another Wausau airport event is the Chile Feed held at the FBO on the 28th. See the ad elsewhere in this newsletter. Living this close to the airport, I'm a frequent visitor

to the FBO, enjoying the friendship of the staff and the other "old guys" in our morning coffee club. Come and join us any weekday morning. Part of the morning entertainment is playing with the big fur-ball airport cat named "Captain". I finally realized what high-class

entertainment our coffee crew was exposed to every morning. Would you believe, "The Captain and Chmiel"?

My best wishes for fair skies and light winds in 2006
Bill Markstrum

My Kitfox Flies

Part 2 of a 2 part series.

After slowing to 50 mph I put on flaps one notch at a time, checking for aileron effectiveness (the gear up handle limits right aileron movement somewhat due to squashing ones right knee between the stick and the handle when full right aileron is needed and the gear is up. But it turned out to not be a problem as there was plenty of aileron authority in all settings. Significantly better

down to 5500 and shortly afterwards it brought the airspeed to 110 mph! Wow! I didn't think it would go that fast. At least not on floats. Wanting to test it multiple directions to verify those

though I retracted that landing gear in the back yard I swear a thousand times, and everything was working perfectly, I will admit there was a little lump in my throat the first time I reached



over and pushed the gear extension (Johnson-Bar) handle down..... Seconds later, just like the doctor ordered, I could see all four wheels down-and-locked in the float mirrors. Ahhhh... Much more at ease after that first in-flight gear test, I

than the earlier models I had flown). That Model IV-1200 aileron setup has a really nice roll rate. Crisp and quick. But not too quick. Very, very nice control feel! Seeing how things were working out so well thus far, I decided to be brave and see how fast this little Fox could go straight and level. So I firewalled the throttle handle, and bumped the IVO prop pitch up a bit as soon as I realized I was hitting 5800 rpm. That brought the rpms

numbers with my GPS, I changed my mind when realizing how much I was getting bounced around by the ever increasing strong and gusty winds. Go easy there Paul, there will be plenty of time to verify top speeds some other day. So I decided it was time to get to the airport, where the Kitfox would have a nice hangar to keep it out of the elements. Of course, that meant I had to prepare for a wheels down landing. Even

flew past the boat one last time so they could make a final inspection of the airplane before I headed towards the airport twenty miles away. After verifying there were no loose parts hanging down, smoke trails, or flames (chuckle), I turned north and climbed to 3,000 ft agl. As promised I gave my wife a radio report of my location in relationship to "the plan" we had made earlier whereas I would

(Continued on page 4)

**Next NCWLF Meeting
January 21**

Our next meeting is the annual after Christmas / Christmas party on Saturday, January 21st 12:00 at Syd Cohen's Wausau downtown airport hangar. See the gate guard for parking. If you miss the gate guard there is also a door bell on the walk-in gate that rings into Syd's Hangar.

Chapter 75 will provide the broasted chicken, a dish to pass is appreciated.

We are having a gift exchange up to \$10.00. Guys bring a mans gift and Gals bring a ladies gift. Mark on your gift if it is to a man or women and who it is from. Door prizes and fun games to follow. Thank you Syd for the use of your great facility. Hope to see you all there!



Chapter 75 Raffle

We are raffling an EAA Leather Vision of Eagles jacket. Tickets available at the December meeting. All tickets and money must be turned in at the January meeting when the winning ticket will be drawn. Please contact Jim Cote 715-868-6669 for tickets or information. Good Luck!



Chapter 75 2006 Calendars

If you have not had a chance to pick up your new calendar you're missing the boat or should I say airplane. Extra copies are available for \$15.00. Thank you Tony Borchardt for the great quality pictures and dedicated work displayed in our 2006 calendars. They are awesome

My Kitfox Flies

(Continued from page 3)

follow highways and roads that had landing areas next to them should I need them, and I would give her a radio report every couple minutes as she drove to the airport in her car (was an easy thing to do for her peace of mind).

Wanting to stay in radio contact range with her, while thoroughly enjoying flying the Kitfox, I intentionally made

the flight last as long as possible. Even though it was now getting exceptionally windy, I decided to play around with some of the goodies I had installed. Particularly that IVO prop. So I slowed the engine down while bumping the electric IVO prop pitch up one finger-flick at a time. You hardly had to move it to feel the change in the pull. And so smooth. This is one sweet prop. And apparently very efficient. At 4200 rpm (somewhere around 50% power and 2.5 gph?) I was still able to maintain altitude, and fly at 75-80 mph. Talk about fuel economy... And so quiet too. Kind of nice way to go if you're not in any hurry. Incidentally, I was flying with 20 gallons of fuel, me (180lbs), and a 775 lb Kitfox for a total weight of 1,075 lbs. Of course, it was only 58 degrees, and it was windy. But overall, I was really impressed with how well that IVO prop and that 912ul could handle the

bulk and weight of this amphibious Kitfox.

Before I knew it, I was entering the airport traffic pattern for my first wheels-down landing. While doing my last minute cockpit



Fox was handling things better than anticipated. Keeping the approach speed a little higher at 70 mph gave me a nice smooth descent right down to the runway threshold. Once over

the runway I just pulled back power some, raised the nose some, and bled off speed gradually. Amazingly, the turbulence was minimal and things were steady and stable. Before I

check, and saying out loud "this is an airport landing, the landing gear is down" and verifying landing gear position again, I heard a familiar voice call a base to final turn on the same runway I was setting up for. It was my friend from the neighboring town flying his Sube powered Model IV Kitfox (small world). Seeing him bounce around I came to realize not only did we not have a good runway choice that was into the wind, but it was gusty and there appeared to be some wind-shear issues as well. Why today? Why couldn't it be nice? Oh well, since when did complaining about weather do anything to improve it? So I reminded myself that even though I've not had a go-around in an airplane in years, that I should plan for one on this day. And if it takes me ten go-arounds before I get one good landing, so be it. So I continued on my approach. It was gusty, but overall the

knew it, I heard a double-squeak out of the main gears. Now all I had left to do was to gradually lower the nose at the slowest possible speed so as not to create any undue stresses on those small castoring nose wheels out front. Squeak, squeak...I was down on the ground on all four wheels. Hallelujah!

Taxiing in I announced "Experimental Kitfox Amphib clear of all runways". My grin was ear to ear. I could feel a warm flush feeling come over me as I taxied up to the hangars. I was feeling better than good. Just as I shut the mags off and the prop stopped turning, before I unbuckled and opened the door, I reflected for just a second. Only one thing came to my mind. So I said it out loud. "Far Out!" I had just completed quite an accomplishment. And I will be the first to admit I'm not typically very emotional.

(Continued on page 5)

My Kitfox Flies

(Continued from page 4)

But that day, I caught myself being a little teary eyed when it was all over. What a thrill to see that all my hard work had paid off.

My wife always says that a man flying an airplane for the first time has to be the closest thing to a man being able to experience giving birth. Obviously, us men wouldn't have any way to

really know that. But what I do know is that I now have a new baby to show off...

Paul Seehafer
Central Wisconsin
912ul Model IV-1200 on
Aerocet Amphib floats

ps - I have a lot of small cosmetic things to still do to the airplane, like add a lot of blue paint to

the cowl, stripe the floats, pinstripe all the dark blue, install some fairings, permanently placard the instrument panel, etc, etc. Hopefully will finish those over the winter and /or early spring as I'm considering flying it to Florida's Sun-N-Fun airshow

2006 Light Aviation / Ultralight Safety Seminar



Mark your calendars for the Wisconsin Ultralight / Light Sport Aviation Safety Seminar to be held Saturday March 4th at Hotel

Mead Wisconsin Rapids. Presented by Wisconsin Ultralight and Light Sport Aviation Advisory Counsel and Wisconsin Department of Transportation - Bureau of Aeronautics. This event qualifies as a FAA "WINGS" Pilot Proficiency Award Program.

Registration 8:00 a.m. Seminar 9:00 a.m. to 4:00 p.m. Admission FREE.

A full day of great speakers

and plenty of Door prizes along with the Big Ticket raffle prizes as well. For more information contact: Steve Krueger 715-536-8828, Jack LaSee 715-223-4540 or Dan Marlenga 715-359-7377, Harold Benisch 608-279-6829, or on line at <http://europa.your-site.com/~wulac/wulac.html>

December Meeting Minutes

On Saturday December 10 chapters 243, 640, and UL75 held a joint Christmas party at the Merrill Airport. President Steve Krueger called the Chapter 75 meeting to order. The 2006 UL 75 calendars arrived hot off the press and are sold by Steve Norris for \$15.00. Jim Cote 715-868- 6669 is selling raffle tickets for the EAA vision of Eagles leather jacket. Ticket stubs and money are to be turned in at the January meeting during which the drawing will take place. The next meeting is January 21 at Syd's warm hangar for our Christmas Party. After meetings were adjourned, Santa arrived and food was served. Minutes taken by Paul Buss

NCWLF Calendar of Events

January 21, 2006 Chapter 75 Meeting & Christmas Party

Wausau Downtown Airport Syd Cohen's hangar

January 28, 2006 Chili Fun Day

Wausau Downtown Airport Chili 11:00 am until it is gone. 715-848-6000
www.flywausau.com

February 18, 2006 Chapter 75 Meeting

Location To Be Determined

March 4, 2006 Wisconsin Safety Seminar

WI Rapids

March 18, 2006 Chapter 75 Meeting

Location To Be Determined

April 15, 2006 Chapter 75 Meeting

Location To Be Determined

May 20, 2006 Chapter 75 Meeting

Spencer, WI John Verfuert's

June 17, 2006 Chapter 75 Meeting

Oshkosh, WI Ultralight Day Pioneer Airport

June 17-18 2006 Ultralight Day

Oshkosh, WI Pioneer Airport

(Continued on page 6)

Buy Trade Sell

- ✦ Quicksilver MXL. Rotax 447. Always hangared. \$4,900. Sun Prarie. Dave Neuenschwander. 608 825-1491. 608 695-1491.
- ✦ Rans S-18 Amphibian. 15 hours. Pneumatic retract system, fiberglass floats, 2 seat tandem. \$15,000.00 without engine. \$30000.00 with a 912S engine. W a u t o m a . M a r t i n Goochmac2@aol.com
- ✦ 2003 Quicksilver GT400, 19 hrs. Built in 2004. Fogged when put away. 503 DCIDI, Oil Injection, 12 gal tank, Dual CHT gauge, Dual EGT, Fuel Gauge, Altimeter, Airspeed, Tach, BRS750 new May 2005, All material clear-coated. 3 Strobes, Brakes, Electric Start, Externally mounted radio antenna, Swivel tail wheel, Includes new GT500 windshield still in box. \$20,500 Bill & Jan Boeck 262-886-9828, 262-497-3953
- ✦ 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
- ✦ Subaru engine, 1800cc, 75HP, Carburetor, exhaust,

NCWLF Calendar of Events

(Continued from page 5)

July 15, 2006 Jim Jakel Barnstormer Fly In

Abbotsford, Wi

July 24-30, 2006 AirVenture

Oshkosh, Wi

August 13, 2006 Musky Day Fly In

Boulder Jct., Wi

August 19, 2006 Chapter 75 Meeting

Location To Be Determined

September 16, 2006 Chapter 75 Meeting

Location To Be Determined

October 21, 2006 Chapter 75 Meeting

Location To Be Determined

November 11, 2006 Chapter 75 Meeting

Abbotsford, Wi

December 9, 2006 Chapter 75 Meeting & Christmas Party

Merrill Airport with 243,640

electronic ign. Was on a i r c r a f t a n d running excellent. Also on engine, is a new reduction drive, ordered from Rotary Airforce, made for the 1800cc engine. Set up with a Warp Drive Prop. Prop has some nicks in it. Asking \$2,500.00. Pat Kenny, 715-479-5036

- ✦ Quicksilver GT400 25 hrs on new Rotax 503 with "B" box. New muffler and carbs. Warp Drive Ground Adjustable Composite Prop. Electric Flaps, Strobes, Hagar Hydraulic Brakes, 750 BRS Chute with 3.5 yrs before repack, Dual EGT, CHT, Tach, Air Speed, Hobbs, Fuel Gauge, Oil Light, Altimeter. External antenna, set up for GPS and ICOM radio. Mark Smith positive steering front gear, GT500 Large Pod, Doors for winter flying. Recently overhauled new cables, push pull tube, fuel lines, wiring, other parts. Always stored inside, 100% airworthy. Hangared

in St. Paul MN. Make reasonable offer. Tom Ashenmacher Hudson, WI 6 5 1 - 7 6 8 - 2 6 4 3 tgashenmacher@mmm.com

- ✦ Looking for a reasonable 85 or 90 hp continental engine with all accessories. Harv Kinderman 715 358-9 9 5 1 kayharv@newnorth.net
- ✦ Acro Sport biplane, needs engine and some instruments. Hangared at the Wausau Airport. \$8,500 Bill 842-7573.
- ✦ Looking for a long ratio C or E box for Rotax 503 DCIDI 2.88 or 3:1 Richard Penney 715 235-2190
- ✦ 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.

- ✦ 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
- ✦ Titan 1 with custom paint - 582 Rotax with 0 rebuild time on engine. Fully updated by Gordy Radtke. Jump seat option / BRS-5 c h u t e . F u l l instrumentation with EIS. \$ 18,500 Tim Hannagan 92 0/734-8682 Appleton

2006 Chili

Fun Day

Wausau Downtown

Airport AUW

Sat. January 28th

Come Join your friends for
Food and fun

Chili 11:00 until it's gone

Ski Planes Welcome

For more info. 715-848-6000

www.flywausau.com

