

EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

Editors Notes

by Bill Markstrum

In past years I have always prided myself on being a front-line reporter/editor, an Ernie Pyle with his portable typewriter, reporting right from the "combat zone". This was certainly not the case this summer when I missed most of our chapter's major activities due to personal commitments.

Such was the case again this last month when I missed the annual bash at Terry and Judy Oestreich's "Flying 0". My field reporters, especially "Boss", Steve Krueger told me that I really missed a good one.

There were twenty-five planes on the "Flying 0" field and twenty-two participated in the Poker Run. Participants departed the field after a noon lunch furnished by Chapter 640, then flew to Antigo, Merrill, and Wausau before returning to the "Flying 0".

After an evening chicken dinner furnished by our own Chapter UL 75, the results of the poker run were tabulated. While I don't know the winners of the poker run, everyone who got airborne that day were winners. I remember last years event when I flew right-seat with Lyle Banser. There's nothing more beautiful than being airborne over the Autumn forests of Wisconsin.

I was pleased to hear that

friend, Ron Detert, got some stick-time with Steve Krueger in Steve's two-place Quicksilver during the poker run. Hopefully, it won't be too long before Ron gets to cover his beautifully crafted MiniMax. He will need to re-activate his flying skills

There's nothing more beautiful than being airborne over the Autumn forests of Wisconsin.

learned with the "master" instructor, the late John Hatz.

After dinner at the "Flying 0", the fireside music started and it sounds as if it was an outstanding event. Years ago, J. J. Smith was the main event, with me and others joining in to harmonize. Now it has advanced to an almost WW II, Glen Miller "Hangar Dance". This year joining the talented J.J. were Jim Shnowski, Rob Flannery and the "Andrews Sisters", Mary Banser and friend, and MaDonna McMahan. Sounds like the music was as hot as the fire!

The following Sunday morning, MaDonna did her "Breakfast Thing"; I've experienced her breakfasts at the Wausau airport on Saturday mornings so I know everyone was well fed. Many thanks to Terry and Judy Oestreich for their



continuing support of our local aviation community. I obviously missed a great time this year.

We're doing this months newsletter early to announce the change in chapter meeting dates. We will be meeting a week early at Paul and Sue Buss' Norrie Brook field on October 11th. This was moved up to avoid conflict with the annual Aviator's Banquet at CWA

Airport on October 18th. An enclosed flier features this event. The speaker and the evening should be very interesting. Again, I will miss Norrie Brook, the warming fire and Sue's delicious cookies. I will be in California, "officiating" at my grandson's wedding. I doubt that I will return in time for the Aviator's Banquet, so I will depend on all of you for a full report.

Steve Krueger tells me that one of his students, Larry Gordon, is now a bonafide Sport Pilot. Larry flies a GT-500. Jim Cornelius is also well on his way to his Sport Pilot license. Congratulations to both of you.

I call your attention to the fact that the late Ed Balis' Chinook is again listed in the Buy and Sell column of our

(Continued on page 3)

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October 2008

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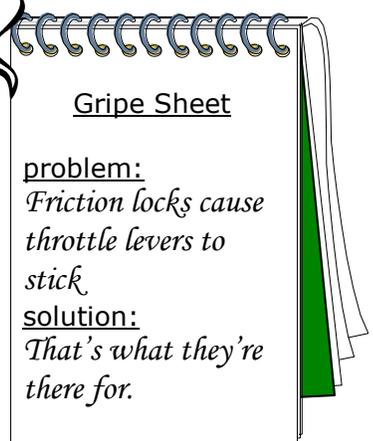
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Gripe Sheet

problem:
Friction locks cause throttle levers to stick

solution:
That's what they're there for.



Editors Notes cont...

(Continued from page 1)

newsletter. It was my intention to get this fine aircraft airborne again but personal commitments are getting in the way and I have decided against it. This is one fine year-around, true ultralight. It's been sitting in

Ed's barn just waiting for someone's tender, loving care to get it airborne again. The 277 Rotax will have to be checked after sitting so long and it may need new sails (an easy winter project) but for \$1,500 it has great potential. Paul Buss, our

chapter technical counselor, has kindly consented to accompany anyone who wishes to go up to Deerbrook and look it over. Go for it, I wish I could!

Until next month, keep your wings climbing and your leaves falling.

Bill Markstrum

30 Hour TAF Flight Planning

On November 5, 2008, with the 1800 UTC issuance, the NWS will change the TAF format to conform to international standards outlined in ICAO Annex 3.

The change includes the initiating of 30-hour TAFs for high-impact U.S. airports. To accommodate the extended TAF period, the format of all TAFs will

change. For more information:

<http://aviationweather.gov/notice/taf30.php>

Next NCWLF Meeting Oct 11

The next Chapter 75 Meeting is at Norrie Brook Field in Eland, Wi on **Saturday October 11th** at 1:30. See enclosed map for directions. Note this meeting is one week earlier than usual. Contact Paul Buss at 715-253-2490 if you need additional information. Hope to see you at Norrie Brook field.



Correction

An article in last's months newsletter incorrectly stated Bob Payzers web-site address. The correct address is payzer-splace.com

New TAF Format

Effective 1800 UTC 5 November 2008

Valid date of TAF
24th at 1800 UTC through 25th at 2400 UTC

Date of PROB30 Group
25th at 0400 UTC through 25th at 0600 UTC

TAF
KXXX 241732Z **2418/2524** 11006KT 4SM -SHRA BKN030
FM**242300** 22006KT 3SM -SHRA OVC030 PROB30 **2504/2506** VRB20G35KT
1SM TSRA BKN015CB
FM 250600 250010KT 4SM -SHRA OVC050
TEMPO **2508/2511** 2SM -SHRA OVC030=

Date of FM group
24th at 2300 UTC

Date of TEMPO Group
25th at 0800 UTC through 25th at 1100 UTC

The new TAF format will include a date with every time group. This will meet the new international standard. The NWS will produce 30-hour TAFs for [these high-impact airports](#).

2008
Calendar
of Events



October - 11
Chapter Meeting
Norrie Brook Airstrip

November - 15
Chapter Meeting
Location TBD

December 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



September Meeting Minutes

The NCWLF September meeting was held on Saturday Sept 20th at the Flying-O airstrip owned by Terry and Judy Oestreich. After EAA Chapter 640 concluded its meeting, UL Chapter President Steve Krueger called the meeting to order. Introductions followed. The treasurers and secretaries reports were approved as printed in the August newsletter. Old business; Steve Kruegers Labor Day float

with his mini-max airplane took 1st place in the Merrill Parade. Jim Cornelius has donated a jack for the trailer that our chapter shares with EAA Chapter 640. A spare tire and lug wrench have also been purchased for the trailer. New business; Don Mahn reports he hung the motor on his Pietinpole; he hopes to fly it next summer. Ron Detert gave an update on his mini-max project. He is trying to keep it light to meet

Part 103 regulations. Thanks were extended to Terry and Judy for hosting our Fall Fly-in. Poker run rules were reviewed and 20 participants departed to the Antigo, Merrill, and Wausau airports to pick up their cards. The next meeting of the NCWLF is at 1:30 on Sat. October 11th at the Norrie Brook airstrip of Paul and Sue Buss.
Secretary Jim Shnowske



From the NCWLF Archives

Editors Notes March 1997

You will recall that the usual February meeting was postponed until March due to conflicts in the schedules of key officers. It was suggested in the brief newsletter that as many chapter members as possible attend the Ultralight Safety Seminar in Wisconsin Rapids on February 22nd. The Lite Flyers were there in force, twenty plus, and all sat together under our new banner. The events of the seminar will be discussed at the next meeting but it was a pleasant and informative day. Humorous Frank Beagle did an excellent job as M.C.

introducing knowledgeable speakers on subjects from accident prevention to two-stroke oils. Distilling all the words and ideas presented that day, this is the elixir we end up with; the FAA has given us a light framework of rules and is asking us to be self-policing. We can continue to enjoy the freedom of ultralight flight we now have if we don't screw it up---let's not! Not only did we come home with a new awareness, we also came home with loads of goodies from the various suppliers tables and door and raffle prizes. Bob Paustian won a case of

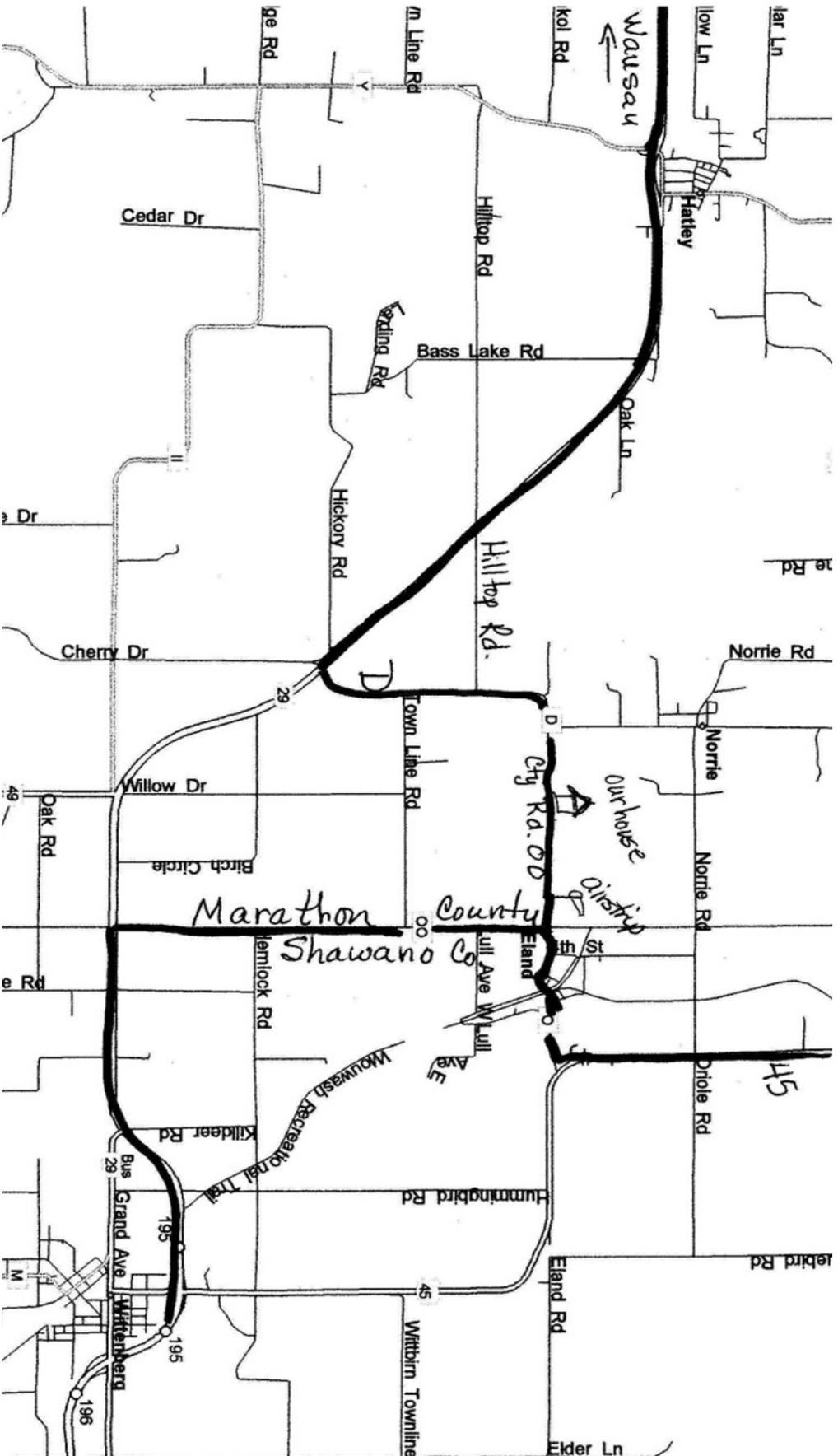
Pennzoil, I and several others, large windsocks and the list goes on. Also attending was Rick Kellicutt, president of Chapter 76, whom I introduced to our president, Steve Krueger. Steve and I were pleased when Rick won one of our beautiful Chapter 75 hats. He was wearing it proudly as he and his wife Debbie headed back to La Crosse. The camaraderie of UL flyers was evident throughout the day. To say "a good time was had by all" is putting it mildly.
Bill Markstrum

Buy Trade Sell

- ✈ Chinook WT II single place, enclosed cockpit \$1,500 Connie Balis Deerbrook. 715-627-7438
- ✈ 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@msworldnet.com Owner is FAA certified S-LSA, E-LSA repairman w/ maintenance 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 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



NCWLF October 11 Meeting
 Norrie Brook Field - Eland, WI



Directions from Wausau: Take Highway 29 East. Go 5 miles past exit 185 at Hatley to County Road D. Turn left on D towards Norrie. Continue on D about 2 miles to Count Road OO. Turn right on OO and go 1/2 mile to our house, 1.2 miles to the airstrip. Our house and Norrie Brook Airstrip are both on the north side of the road.

Directions coming from the East on Highway 29: Go about 3 miles west of Wittenberg to County Road OO. Turn right on OO and go to the end of the road, about 3 miles. At the stop sign, turn left onto OO and go .2 mile to the airstrip or 1 mile to the house. Both are on the north side of the road.

Directions coming from Highway 45 north: Turn on County Road O and drive through the village of Eland. Continue going straight west, this will be OO in Marathon County. Airstrip is .2 mile into Marathon County.

Fall Aviator's Banquet Sponsored by EAA 640

Sat., Oct. 18, 2008 at Central WI Airport

Runway Restaurant (upstairs)

Cost: \$20 per person

6:00 pm Libations & Lies

Dinner at 7:00 pm

Featured Speaker

**Elizabeth Wall Strohfus,
WWI WASP**



Sharing her high-flying story of a service as a WASP (Women's Air Force Service Pilot) during the war and the many obstacles that she and her female comrades overcame to get into the pilot's seat—and she is still flying!

Known as Betty Wall during her Army Air Force Days, Elizabeth Wall Strohfus was one of just over 1,000 American women who flew military aircraft during World War II. She loved her job, but the Army disbanded the program in December 1944. Wall put her memories in a closet, but now she enjoys telling audiences all about her months as a wartime pilot.

MAJOR DOOR PRIZES: You Must be Present to Win! Reservations by Oct. 3, please.

1: A Ride in EAA's B-17 "Aluminum Overcast" - donated by EAA National

2: A Ride in a T-6 donated by Tim & Patty Ashe, Lake Airways, Inc. Arbor Vitae, WI

3: Another Ride in something special—to be announced later

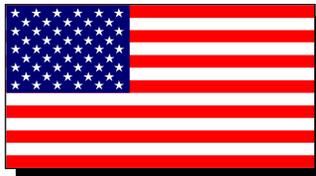
Dinner will be family-style beef and chicken—All interested parties welcome. If we have a minimum of 75, we will have the entire dining room. For Reservations Contact:

Syd Cohen at 715-842-7814 or 715-573-7063

MaDonna McMahan at 715-359-8616 or 715-571-6929

You do not have to be a member of the sponsoring organization to attend.

Bring a Friend!



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)