



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476



Editors Notes

by Bill Markstrum

The TV is on in the central part of the house and it's too warm to work outside on the porch, so I have retreated to my cool, quiet shop and think-tank in the basement. However, my normally clean drawing board has a major distraction as well, in the form of a model sailplane awaiting restoration. You may recall me mentioning the unfortunate crash and death of my friend and flight instructor, Hal Botsford of New Jersey, in February. Part of my "inheritance" from him was this model of a Cleveland Condor sail plane that he had constructed on those long winter nights when he was a bush pilot in Alaska. Even taken apart it takes up most of my three by five drawing board. The wingspan is ten feet!

Hal's daughter is the hostess on a jet owned by a New York financial advisor. She brought the dismantled model on a recent trip to Wisconsin in her boss's Gulfstream IV. How classy is that! In any case, I now have a project for those Wisconsin winter nights when it's too cold to

work in the garage-shop on the full-size glider.

As far as I was concerned, July was a "sensory overload" month. Our friend, Syd Cohen, was the local coordinator for the B-17 visit to Wausau. I'm proud to say that our UIL-75 chapter was well represented in the ranks of

Just being in and around this symbol of sacrifice and success was fulfilling in itself, but to actually take a flight in it was above and beyond.

Syd's volunteer team. I, along with many other volunteers, spent a long, hot weekend in crowd control and as ambassadors for EAA, answering questions and assisting visitors on their tour of the plane. Just being in and around this symbol of sacrifice and success was fulfilling in itself, but to actually take a flight in it was above and beyond. It didn't take a lot of imagination to sense what those young men went through on their almost daily trips into Germany. They were indeed, the "Greatest Generation".

It is often said that an army travels on its stomach.

Syd's army of volunteers was wonderfully fed and refreshed by "Mess Sgt." Bob Mohr and his wife Debbie, in their hangar. The excellent food, cold drinks and even ice cream, kept all of us going on that hot weekend. Thank you very much Bob and Deb. You're a credit to our special airport and the local EAA chapters.

I heard many comments from area residents relating to the Flying Fortress' visit to Wausau. Whether they were able to see it up

close and personal or just see it flying overhead, the comments were all favorable, nostalgic for veterans that had lived through the war or a sense of wonderment for the young to see one of our most effective tools of war. Speaking with Paul Missett of Legion Post 10, he related this tale of perfect timing, that Saturday of the planes visit. As head of the Honor Guard, he was about to give the command to fire the three volleys over the gravesite of a WW-II veteran when he heard and saw the B-17 on a path that would bring it directly over the cemetery at a low

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Greatest Lies in Aviation

#21 No need to look that up, I've got it all memorized.

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NCWLF Treasurer Report July 2005

Balance Fwd	\$ 764.80		
Checking Deposits		Disbursements	
Dues	60.00		0.00
Total Deposits	<u>\$ 60.00</u>	Total Disbursements	<u>\$ 0.00</u>
		Checking Balance	<u>\$ 824.80</u>
		Savings Balance	<u>\$ 504.97</u>

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

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altitude. He delayed the command to fire until the plane had passed overhead in a final salute to the deceased, a veteran of the Army Air Corps!

The sounds and smell of the B-17 had barely cleared from the airport when it was time to get our gear together for AirVenture 2005. Ron Detert, my usual travel mate, had to back out this year so I got together with a young man I had just learned about Justin Cyzan of Marathon City. Like Brian Krueger, Justin is a 2005 high school graduate and keenly interested in airplanes and pursuing a career in aviation. It was Justin's first visit to AirVenture so as his mentor, I gave him an overview of the layout and together we visited the special airplanes on display, the Glacier Girl, Global Flier, Space Ship One and many others, both old and new. At airshow time, our chapter member, Sue Buss, took Justin to her special spot at airshow center. I planted the seed, now it will be up to all of us in the chapter to further his education and get him airborne. As someone once said, "Education is knowing where to look".

Since I joined EAA many years ago at the Oshkosh convention, I usually renew my membership at the Red Barn each year. One benefit

of doing that is the "freebies" one can get. This year the choices were an ultralight tee shirt or the neatest fold-up chart holder and red-bulb flashlight. I have a closet full of logo tee shirts already, so, thanks to Sue Buss, I came home with the clever light. I'll bring it to the next chapter meeting to show everyone. It would make a great gift idea, useful for finishing that novel in bed without waking the partner or for it's design purpose, chart reading during a night flight without losing your night vision.

During our wanderings at AirVenture, Justin and I got to see a flyby of several float equipped planes from the Brennan Seaplane base. By far the prettiest plane in that fly-by was our own Bobby Payzer's Rans S-7 with amphibious floats and flown by our chapter President, Steve Krueger. Steve later informed me that Bob's Rans won the Judges Choice trophy at the seaplane base. Steve also reported that our chapter member Ken Bauer of Marinette received the Lindy Award for his 1/2 VW powered Hi-Max ultralight. These were both well-deserved awards representing much labor of love. Not to be outdone, Steve came home with his own trophy, a state of the art Garmin GPS that he won at the seaplane base

corn-roast raffle! The Garmin is already mounted in Brian Krueger's C-152. Brian now has no excuse for not flying home from college to see his folks, even in marginal weather. Incidentally, by the time you read this, Brian hopes to have his Private Pilot Certificate. His flight test is early next week. He's looking forward to flying into the Boulder Junction Airport to get his own Musky Days cap from Bob Payzer. Good luck Brian!

In addition to all the above good news Steve brought me, he also reported the return of our coveted Flight Log, which had been missing since Pioneer Days in June. Steve said a large box turned up at the chapter campsite at Oshkosh one evening, in it was the missing Flight Log. Also inside the box was a folder labeled, "Daily Log of the Traveling Trophy" On the inside was this message; "Who was the last owner of the traveling trophy? Only the Phantom knows! Hee, Hee, Hee". We have our suspicions however, as someone in our group saw a "large" shadow of the Phantom sneak away. Let me sign off today, adding to the mystery and intrigue with -these words -

"Good night Barbara S.,
wherever you are!
Bill

NCWLF Meeting August 20

Our next Chapter meeting is 8:00 pm Saturday August 20 at Lake of the Woods Campground.

Chapter 75 July Meeting

The July meeting of the NCWLF was held at Jack and Dolly LaSee's in Abbotsford. Steve Krueger was absent so Dan Marlenga called the meeting was to order. Introductions followed. Russ Post gave a report on Ultralight Day events at the EAA Pioneer Airport.

Chapter 75 once again proved their flying skills and captured the Flight Log for another year, But the Flight Log is mysteriously missing! Whispers about chapter one having a hand in this were heard. An investigation will follow.... Congratulations to Russ Post and Paul Buss for carrying the load and posting some very high scores!

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Chapter 75 July Meeting cont...

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The treasures report given by Steve Norris was accepted as read. Tuesday fly night was talked about and everyone was invited to participate.

The August Meeting is the 20th at the Lake of The Woods in Wautoma. Fly in and camp over. The September meeting is at Jim Shnowske's. (This was normally the fabulous Blume-Voss fly-in, but Mark and Tom have decided to take a break.) Watch the next newsletter for more info and fly-in procedures.

Other fly-ins around the area, Labor Day weekend Phillips Price County Airport Ultralite fly-in, camping, Friday pm through Monday.

Meeting adjourned Tony B. WOWED us with a flight with his backpack parachute!

Jim Shnowske



Tech Tip Gordy Radtke

This is a very good article written by Brent Holomis, the owner of ASAP aircraft. Chinook and Beaver UL's and Summit Powered parachute builders. His very timely observations on fuel system contamination of a 912 equipped Chinook can be used by ALL UL pilots and pertinent to all types of planes and engines.

Fuel Contamination Advisory - July 23, 2004

During the week of July 12, we installed the new ASAP retract for the Full Lotus floats on my Chinook 912. The airplane had been sitting in our hangar for about 9 months. It had normal mo-gas in the tanks. We finished the installation and rolled the airplane out to do a complete and thorough engine run-up. From past experience I know that the gas will have deteriorated to the point that it required draining, but I decided since I was just going to do a static run-up that I would just use what was in the tanks. The engine started but of course ran rough, it would idle and then during the application of RPM it would stumble and then catch after a certain amount of throttle movement. So I decided to switch tanks and after a minute or so the engine completely quit. So I said that's it, enough is enough lets roll it in and go through the fuel system.

The first thing I did was pull out the pick-ups in the strut mount fuel tanks, I gave them both a shake, one was loose and free and one was stuck. So found out the cause as to why I had the engine quit on that one fuel tank. As it states in our owner's operator's manual, the pick-ups are to be changed Every 50 hours... or 4 weeks. I then changed both pick-ups and fuel lines inside the tank. Note: the grade of gas can greatly reduce or increase the life of fuel line, fuel filter, screens etc. For example if one was to use AV gas there have been reports of AV gas being used for a year or longer, however there is even a notation to this statement and that is dependant on climate, which will once again affect the above mentioned items. Water and UV being two of the more notable culprits.



After filling the tanks with new fuel I noticed I had one drain valve leaking, so I drained the fuel and unscrewed the drain valve, you can see the condition of the drain valve in the photo. I also replaced the fuel filter which was also contaminated.

After filling the tanks with new fuel I noticed I had one drain valve leaking, so I drained the fuel and unscrewed the drain valve, you can see the condition of the drain valve in the photo. I also replaced the fuel filter which was also contaminated.



So with new items (as noted above) and new fuel installed I once again pushed the airplane out and tied up the tail and proceeded to do a full power run-up. The idle was noticeably improved but I still had a hesitation from idle to full power. I switched tanks and the problem still existed so once again I pushed the airplane back in the hangar and said I will work on the airplane first thing Monday. Saturday and Sunday were extremely nice days and it would have been a great day to go flying but also not having an airplane 100% healthy was and always is a no go for me! Monday morning I removed the carbs and found the reason for my mid range hesitation. As you can see by the photo the jet needle was fully engaged with spent fuel residue. Seeing the needle in this condition I decided to disassemble the complete carb.



You can see the amount of contamination throughout the complete carb. This could have

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Tech Tip cont...

Gordy Radtke

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been resolved very simply by draining the fuel before the airplane was put away. Even though this was on the 4-stroke 912, carb fuel contamination can be even more of a concern on a 2-stroke when that fuel is also being used as a lubricant. Further to this the many different grades of fuel and all the many different additives that your local fuel station may be adding (some with your knowledge and some without), is causing further fuel contamination problems and issues. We cannot **stress enough** to know where your gas is coming from, what is in the gas you are using and how it has been stored. Next time you are at the pumps filling up your car look at all the labels on the pumps showing new and improved fuel injector cleaner, we now use 20% of this and that is to help with a cleaner environment BUT this is all great when you are on the ground and running it in your car or truck but not so great when you are flying in your 2 or 4 stroke airplane. With my carbs re-installed and cleaned and the fuel system completely inspected I pushed the airplane out and did a full power run-up off and on for about 5-10 minutes on each tank. The engine once again ran like it did when it was new without one bit of hesitation. So last night I had the opportunity to fly my Chinook 912 with the 1260 Full Lotus floats and the ASAP retract system. The outside air temp was 98 degrees, HOT, HOT HOT but after getting off the hot pavement and retracting the wheels and being able to land and take off anywhere on our big Okanagan Lake, was just way to cool!!

SUMMARY: Without spending the time to go through the complete fuel system and if after my initial run-up on the first tank I had decided to go flying, things could have been a lot different. Without a proper and good ground run-up on both tanks I could have easily taken off and exhausted the fuel in the first tank and then switched over to the second tank which more than likely would have resulted in an engine out. So it is imperative to take the time to go over your airplane before each and every flight and more so when it has been stored for a long period of time. **Some other helpful hints:**

- If pre-mixing, only premix enough gas as for your immediate needs. Gas that sits for longer than 10 days will go stale causing greatly reduced engine performance and gumming and varnishing of engine components and fuel components.
- Always drain carburetor and fuel lines if the aircraft is going to sit for an extended period of time -If your airplane is stored outdoors always drain your fuel or check for water contamination
- If moving your airplane from a hot (heated storage) into a cold environment and back into the heated storage, check for condensation in your fuel tanks.
- If your airplane is stored outside UV can degrade the fuel in either your fuel tanks or your fuel storage cans, this can happen within a 2 week period, only use fresh clean fuel.
- Octane rating is degraded with time and UV contact.
- When using the dual Fuel strut tanks do not completely exhaust all the fuel from one tank before switching over to the other.
- Do not use gasoline with any alcohol additive of any kind.
- Buy and use the best possible gas you can get in your area.
- Fly Safe!!!

Fuel contamination is the leading cause of engine outs.

Tuesday Night Is Fly Night

Steve Krueger has put together a schedule of Tuesday night Airport destinations. Wednesday rain date. All are welcome: Drive, Fly, Walk, Bike, Hitch a ride just get there and participate in some fun and fellowship. For new locations to fly to or suggestions call Steve Krueger 715 536-8828

August 9

Arrive 6:30 pm Clancy's Air strip 5 miles West of Merrill

August 16

Arrive 6:30 pm Bill Knightons

August 23

Arrive 6:30 pm Blume-Voss Little Chicago

August 30

Arrive 6:30 Jakel Field Abbotsford

Sept 6

Arrive 6:00 Langlade County Airport, Antigo

Sept 13

Arrive 6:00 Dean Turners Lake Nokomis

Buy Trade Sell

➤ Quicksilver MXL II sport. Rotax 503, C gearbox, 3 blade warp drive prop, electric start, wind faring, iCom a-22 radio, intercom box with music port, one headset/helmet. Less than 120hrs TT on airframe and engine. Asking \$12,200 Mike Ford 715-848-2110 fordm2003@yahoo.com <http://mikeford.hobby-site.com>

➤ Kolb Twinstar with 532 Rotax. Wings recovered 2 years ago. Bright yellow color. Always

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Buy Trade Sell cont...

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, electronic ign. Was on aircraft and 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



2005 NCWLF Calendar of Events



August 13, 2005 Fly In

Rice Lake, Wi

August 14, 2005 Musky Day Fly In

Boulder Junction, Wi

August 19 - 21, 2005 WI State UL Fly In

Wautoma, Wi Lake of the Woods

August 20, 2005 Chapter 75 Meeting

Wautoma, Wi 8:00 pm Wi State UL Fly In

September 2-5, 2005 UL and PPC Fly-In

Phillips, Wi Price County Airport. Mogas Available. Jim Heizler 715-339-4007

September 17-18, 2005 Shnowske Camp out Fall Fly

Mosinee, Wi

September 17, 2005 Chapter 75 Meeting

Jim Shnowske Fall Fly

October 15, 2005 Chapter 75 Meeting

Location to be determined

November 12, 2005 Chapter 75 Meeting

Location to be determined

December 10, 2005 Chapter 75 Meeting

Location to be determined

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 651-768-2643
tgashenmacher@mmm.com

✦ Looking for a reasonable 85 or 90 hp continental engine with all accessories. Harv Kinderman 715 358-9951
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 DCDI 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 chute. Full instrumentation with EIS. \$ 18,500 Tim Hannagan 92 0/734-8682 Appleton, WI

**10th Annual WI Statewide
Ultralight Fly-In /Camp-out
August 19-21 2005**

Lake of the Woods Campground Wautoma, WI

**By Car: 10 miles South of Wautoma Hwy. 22.
West on JJ 2¼ miles to 14th Ave. South 1 mile to campgrounds.
(Watch for signs- Lake of the Woods Campground)**

**22200' and 1800' intersecting Runways (N 43` 58` 17)(W 89` 20` 38)
Unicom 122.9**

Wautoma Airport is the Alternate (N44`01` 50)(W 89`18` 27)

**Camp Under Your Wing \$5.00 Per Night (Special Area No Hook Ups)
Family Camping With Unit \$10.00 Per Night (By your Plane No Hook Ups)**

**20 Acre Private Lake-Paddle Boat and Canoe
Heated Swimming Pool / Free Showers / Volley Ball
Mini-Golf / Horseshoes / Restaurant
Gasoline Available –Bring your own Oil**

Saturday Night Entertainment

Event Chairman: EAA UL75 Steve Krueger 715-536-8828 kruegerfly@aol.com
EAA UL Chapter 75 On the Internet: <http://www.pcpros.net/~tvoss/>





14TH 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. SEPT. 3RD**

LEFTOVERS SUNDAY AT NOON

**COME FRIDAY EVENENING
OR SAT. MORNING AND STAY UNTIL MONDAY IF YOU LIKE**

FREE CAMPING, NO HOOKUPS

**5 MILES S.W. OF COLUMBUS ON HWY 73
N.S.2800 FOOT RUNWAY 1 1/2 MILES WEST OF THE BLUE
POWER LINE POLES
CO-ORDINATES: N43-15.51 W089-03.99**

*Remember When You Just Flew For Fun?
Why not try that again?*

Join Us For

Putt-Putt Patrol

Meet At Wausau Flying Service, Inc.

When: Tuesdays, May 3rd - September 6th

Time: 5:30 p.m. - Sunset?

Who: All Aviators



**What is Putt-Putt Patrol? It's like Friday Lunch Club.
Except after we eat, we fly!**

- 1. Bring your own food & drink. We'll bring the grill.**
- 2. After dinner, we fly . . . who cares where!**
- 3. It's informal**

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

PO Box 12
Schofield, WI 54476

EAA UL Chapter 75
North Central
Wisconsin Lite Flyers

