



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

Editors Notes

by Bill Markstrum

On Monday, May 26th, we theoretically unlocked the door to summer as we observed Memorial Day. I hope your long weekend was pleasant and meaningful. Monday morning found me at Wausau's Pine Grove cemetery where I attended mass and, as usual, closed the memorial service reciting the Flanders Fields poem. I was just leading into it with an explanation of

when and how it was written during WW-I and that those wounded soldiers back then didn't have the advantage of our modern drugs, nor did they have Medivac helicopters to get them back to more sophisticated medical facilities. My words were suddenly drowned out by the Aspirus Medivac helicopter passing directly overhead on its return to the Wausau airport. Timing is everything!

This annual ceremony is held between two high-rise mausoleums, a location of special significance to our chapter in that our "Angel Mascot; Shelley Marlenga, is buried in one of those crypts. Not only is the weather looking up but so is the news from EAA headquarters. I found the June issue of Sport Pilot especially interesting.

First off there was news of expansion and improvements for the near future at the Air

Venture site. These improvements would include better ground transportation and the separation of vehicle and pedestrian traffic, something we older chaps would certainly appreciate. Another news item on page eight mentions EAA's efforts

I've got a lot of computer catching-up to do, but I do already have a website, it's on the basement ceiling (those blasted spiders!)

to get the FAA to authorize the use of electric motors in ultralights. That's certainly a sign of the times, gas prices being what they are. In this issue I noted that EAA has old Sport Aviation articles online now so that when I become truly computer literate I can throw away all those magazines and technical articles I have been saving over the years. As I recently admitted to a friend, I've got a lot of computer catching-up to do, but I do already have a Website,---it's on the basement ceiling (those blasted spiders!)

For those of us committed to Ultralights by choice or for economic or medical reasons, EAA Senior Editor, Mary Jones' coverage of this year's Sun 'n Fun and her follow-up editorial on the last page of the June Sport Pilot brought hope for the future of ultralight flying. She documented several new



aircraft in that category and several new light weight power plants, including an electric motor! I'm looking forward to being "down on the farm" at this year's Air Venture. I certainly hope those good 'ol boys bring their planes, engines and

motor up here to Yankee territory. It should be a "larnin" experience. Large-voiced Frank Beagle shouldn't need his

mike to be heard over the whisper sound of an electric-powered ultralight.

Thanks, Mary Jones, for your great Sun 'n Fun coverage and editorial. I think you've always had a soft spot for us low and slow "Po boys".

As I close out this months rather short editorial, I am awaiting a return call from Mary Jones at EAA headquarters. I called her earlier today requesting permission to reprint her excellent editorial for those of our members that receive the Sport Aviation magazine rather than the Sport Pilot alternate. If permission is granted, I shall have Tom include it in this issue.

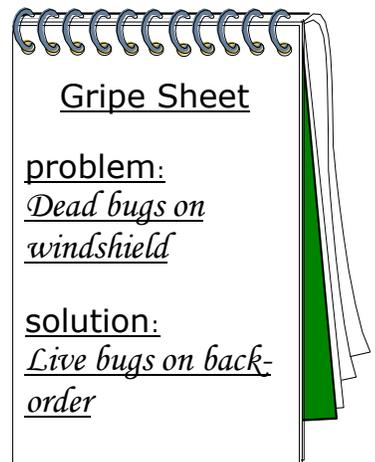
The calendar says that the good'ol summer time starts on June 20th but any flying-weather day is fine, make the most of them!

Bill Markstrum

Vol 13, Issue 6
June 2008

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Gripe Sheet

problem:
Dead bugs on windshield

solution:
Live bugs on back-order

An Ultralight Resurgence?

It's been about a month since we've returned from the Sun 'n Fun Fly-In at Lakeland, Florida. A lot is happening in the light

aircraft community but one thing that struck me as important is we're seeing some new Part 103 legal machines -a couple of fixed-wings, some powered parachutes, and trikes. That's exciting!

Many in the light aircraft community are anxious to see ultralights remain a focus because they are the most affordable way for people to get started or continue flying. That's a priority of EAA's Ultralight and Light-Sport Aircraft Council, too.

It's no secret that ultralight activity has been on a downswing for a few years, and the introduction of the sport pilot / light-sport aircraft (SP/LSA) rule no doubt contributed to that. Enthusiasts didn't know where they belonged.. .single-seater or two-seater; what did they really need to quench their aviation thirst; and what were the regulations really going to require?

Now the realities of life under the SP/LSA rule have sorted out, and people have a better understanding of what's required to fly as a sport pilot or to fly an LSA. It's easier for light aircraft enthusiasts to figure out what's the best fit for them. Consequently, manufacturers can get a better idea of what kind of machines people want. Ours is a supply-and-demand economy; if there's a

demand, some entrepreneur will supply the product. If you're interested in ultralights, let the manufacturers know.

More good news is that aircraft like the Sport Hornet and, most recently, a CGS Hawk, have earned special light-sport aircraft (S-LSA) approval, and M-Squared Aircraft is in the midst of the process for its Sport 2. That will make these aircraft available as trainers for fixed-wing ultralights, and they are more appropriate trainers than many other S-LSA. The last thing the ultralight community needs to do is go back to the days of people training themselves, as they did before the two-seat training exemption existed. I'm hoping more manufacturers of ultralight-like LSA will chose to develop S-LSA models

for trainers. I also hope flight instructors will embrace teaching ultralight students. That will be extremely important to keep the sport alive.. .to keep all of general aviation alive.

Still, just wishing for more ultralights or ultralight activity won't make it happen. Like anything in life, it takes action to make something happen. So, if you're an ultralight enthusiast wanting to keep that movement alive, what can you do?

Well, for one, participate in the community. Contact the members of the EAA Ultralight and Light-Sport Aircraft Council and work with

them to help resuscitate activity. You can find their contact information online at www.EAA.org/ultralights/council.asp. They'll be delighted to hear from you.

Another way is to share your ultralight stories with us so we can share them with other readers. We're always looking for good ultralight stories. You can e-mail them to Editorial@EAA.org.

Still another way is to introduce others to the sport to others and mentor them. David Hipschman, EAA's director of publications, recently participated in something called Maker Faire in the San Francisco area, and he came away with a renewed understanding that while not everyone is inclined to fly, many people are but find it difficult to "get beyond the airport fence." Now that the lines between ultralights and light-sport aircraft.. .between what's legal and what is not.. .are clear, it's actually easier to explain how people can get started flying ultralights. Let's use that to our advantage.

Lastly, we can promote the sport by flying responsibly so that people see how safe and fun ultralighting can be. As we head into the heart of the flying season, remember that people judge the sport by the actions of all who participate; be a good example.

Mary Jones, EAA 224626

Next NCWLF Meeting June 21

The next Chapter 75 Meeting is at 1:30 on Saturday June 21 at Rob and Shirley Pichelmanns Landing Strip near Merrill. See enclosed flyer for details. Looking forward to a great time at the R&S Landing Strip.

Membership Dues

Our fiscal year runs from May 1st to April 30. \$12.00 yearly memberships will be taken at our next meeting. Or you can send \$ to:

NCWLF

PO Box 12

Schofield, WI 54476

Renew now! This will be your last complimentary copy under the April 30, 2008 membership.

May Meeting Minutes

1:30 - Meeting called to order at Clancy's air strip. We did an intro of guests, there were 13 in attendance. The treasure's report was then read and approved. Old business was read. The major topic was the proposed Sport Pilot changes, 22 in all, most not deemed good. 1:50 Jim Cody briefed us on his recent training session. (Noted: If you are not looking for it, you might not see it! see <http://www.dothetest.co.uk/> It is interesting and fun) 1:55 New business - No EAA Ultralight day for 2008. Weekend work party, get EAA ground ready for Air Venture. Taylor County and Tomahawk Fly-ins were mentioned. 2:05 Landis Senseniy flew his challenger for first time this season. Jim cleaned carbs - no issues - but \$107 per pair of Bing floats took

(Continued on page 5)

2008 LaSee/Jakel Barnstormer Fly In

July 18-20 2008
Ultralights, Fixed Wing, Powered Parachutes, General Aviation, Sky Divers Competition (Torpedo Run, Bomb Drop, Precision Landing)
EAA UL Chapter 75 Meeting Saturday July 18 1:30 pm.
Come Friday evening and camp through the weekend. Live music and a bonfire Saturday night. The field is located on the West side of Abbotsford 511 W Bus 29

(N44.94246 W90.33226). All arriving aircraft monitor and announce on 122.9. 2900 ft. N/W- S/E grass



strip. Traffic pattern is RIGHT-HAND for runway 15 (power lines are buried on the approach to 15) and left-hand for 33 and be aware of all non-radio traffic. Adjoining PPC field 400' N/S x 500' E/W. Food and beverage will be available dish to pass optional. Contact Jack LaSee 715-223-4540 or 223-6324 for additional information. Hope To See You There!

From the NCWLF Archives

Editors Notes October 1996

Along with almost everyone I talk to, I share the feeling, "Where did the summer go?" It did seem to speed by but when one looks back in review at the many special flying activities many of our members participated in, it was a very full and rewarding summer. I too had to pass up many chances to

fly and/or be ground support for those members fortunate enough to have wings. Your participation in these events represented our chapter very well and we all enjoyed the reports of your adventures. It helped us set priorities so that we too could join you in the air in the near future. Many thanks

to our airborne members for your inspiration and for sharing your wings with those of us still in the caterpillar stage of development. Who knows what we'll be when we emerge from our cocoons i.e. workshops next spring.

Bill Markstrum

Presidents Corner October 1996

As the Fall season comes upon us I can't help looking back at the great flying season that so many of us shared together. It was a text book summer! There is no doubt that the ultralight movement is growing. But don't let the short days and cool weather stop you from becoming Birdafied as John Resinger would put it. The cool weather also gives us

great lift with low density altitude and smooth winds that make flight just that much more enjoyable. And let's not forget about the beautiful Fall colors that Wisconsin brings us. Before I go I would like to send a sincere thank-you to Dick and Geri Lee for their hospitality at the club's September meeting. It is people like Dick and Geri

that make our club what it is today. The weather wasn't the best but as the day progressed it did get better. However the weather could not stop Lone Eagle Rich Papa from flying in from Wausau. Maybe for the next fly-in we'll have better weather and more planes. It was an enjoyable get together!

Steve Krueger



2008 NCWLF Calendar of Events



June 2008

- 13 Friday Lunch at Iola Iola, WI
- 14 Cassville Fly-in Breakfast Cassville, WI
- 14 EAA Chapter 509 Pancake Breakfast Eau Claire, WI
- 14 Hangar Party for Hozhoni Neenah, WI
- 14 Pulaski Community Fly-Fest 2008 Pulaski, WI
- 14 Young Eagle Flight Rally Stevens Point, WI
- 15 Eagle River Fly-In Eagle River, WI
- 19-22 WPPA 7th Annual Fly-In New London, WI
- 20 Friday Lunch at Iola Iola, WI
- 21 Chapter Meeting R and S Landing Strip, Merrill, WI
- 21 Brennand Donut Day Neenah, WI
- 27 Friday Lunch at Iola Iola, WI
- 27-29 3rd Annual Baraboo-Dells Airshow Baraboo, WI
- 29 Pancake Breakfast Rio, WI

July

- 4 Friday Lunch at Iola Iola, WI
- 5 Chetek Liberty Festival Chetek, WI
- 11 Friday Lunch at Iola Iola, WI
- 12 Wausau Airport Appreciation Day Wausau, WI
- 18-20 LaSee/Jakel Barnstormer Fly-in Abbotsford, WI
- 18 Friday Lunch at Iola Iola, WI
- 19 Chapter Meeting LaSee/Jakel Fly-in Abbotsford
- 23-26 National Ercoupe Convention Wausau, WI
- 25 Friday Lunch at Iola Iola, WI
- 26-27 Shiocton Fly-In Shiocton, WI
- 26 Brennand Old Time Airport Days Neenah, WI
- 27 EAA Chapter 992 Pancake Breakfast Marshfield, WI
- 27 Sonex Aircraft Open House Fly-In Oshkosh, WI
- 27 2008 Ercoupe Caravan to Air Venture Wausau, WI
- 28 - August 3 EAA Air Venture Oshkosh

August

- 10 Musky Day Land and Sea Fly-in Boulder Junction, WI (BDJ)
- 16 State UL & Light Plane Fly In Wild Rose Airport
- 16 Chapter Meeting Wild Rose Airport

September

- 20 Fall Fly In Flying O Ringle WI
- 20 Chapter Meeting With EAA 640 Flying O Ringle WI

May Meeting Minutes cont...

(Continued from page 4)

him by surprise. 2:10
Clarence appreciated for
letting us use his air strip
and hanger. 2:15 next
meeting June 21st Rob's
place 2mi NW of Merrill.
It's a 2000' grass strip
running 4-22. It is RNS
on sectional. Pattern



*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*

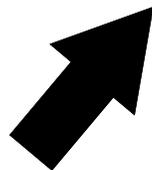
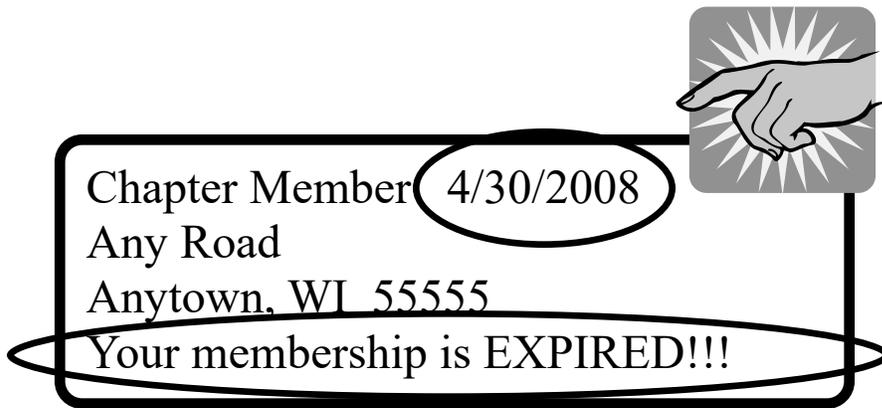
Buy Trade Sell

- ✈️ 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
- ✈️ 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. RK 400 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 \$6,700. Tom Seversen 920-982-2203
- ✈️ Chinook WT II, single place, enclosed cockpit \$1,500 Connie Balis Deerbrook. 715-627-7438
- ✈️ 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

Is your membership expired?

Check your mailing label.

It shows when your membership expires



**This may be your
LAST NEWSLETTER.**

Send your membership dues

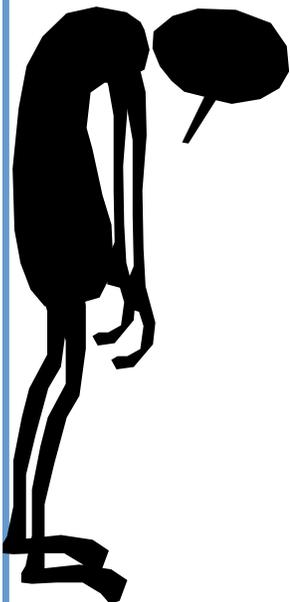
today - to:

NCWLF

PO Box 12

Schofield, WI

54476



R and S Landing Strip Fly-In / Airstrip Dedication

**Rob and Shirley Pichelman
N2701 Snow Road Merrill, WI**

**Saturday June 21st
Arrive 11 AM**

- ✈ Brats and Beverages will be served at Noon
- ✈ Dish to pass is optional
- ✈ Chapter 75 Meeting starts at 1:30
- ✈ Door Prizes will be awarded

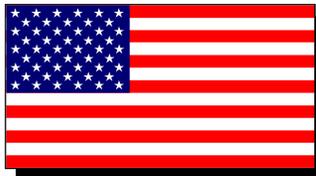
Driving Directions:

3 miles Northwest of Merrill on State Hwy 107. Turn Right onto Snow Road. North on Snow Rd ½ mile to the end of the road. Look for yellow windsock on corner of Rd. Follow signs to airstrip.

Flying Directions:

- ✈ Located 3 miles NW of KRRL
- ✈ GPS coordinates N 45 12 917 W 89 44 820
- ✈ Runway 04 and 22 is 2,000 by 60 feet
- ✈ Elevation: 1309
- ✈ Traffic Pattern Alt 2100 MSL (All Left Traffic)
- ✈ Self announce on 122.8

For more information contact Rob Pichelman @ 715-536-1386



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
hngrad@newnorth.net

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