



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476



Editors Notes

by Bill Markstrum

It's a very quiet Labor Day afternoon as I sit down to write my thoughts for this September issue. The only activity I could find at the airport was two friends "laboring" on their airplanes, Rick Coe and Bill Knutson. It seems to be a family day, with everyone off to the cottage or camping before the school year starts in earnest.

We too, escaped the city for two days this weekend, spending quality time at our trailer on our son's property, east of Merrill. In the last few days we had heard nothing else but the reports of the devastation and death on the Gulf Coast. Sitting around the campfire on Friday evening, the cloudless sky full of stars and a brilliant display of Aurora Borealis on the northern horizon, I thought how lucky we are to be living where we are.

On our second evening around the campfire, I placed a cell phone call to J.J. Smith in Antigo. His wife Kim reported that J.J. was still at the airport, putting finishing touches on his CGS Hawk. Jerry had earlier discovered several elongated bolt holes and other problems developing from vibration and decided to do an in-depth rebuild. When he

was satisfied that all was in order, our in-house "Chuck Yeager", Steve Krueger, test flew it for Jerry. Incidentally, J.J. removed the "training wheel" and now flies a tail dragger. Way to go, Cowboy.

*Seldom do we seek retreat
In the shelter of our basement,
Or have to go to Kolbes
To replace a broken casement.
Tho we may find a tick or two
Or 'skeeters buzzing 'round,
We never look for 'gators,
Things that slither on the ground.
As for snow, we're used to it,
And blow it to the side,
Proud of our driving skills,
Controlling slips and slides.
Yes, we thank the Lord,
We live here in the north
Where nasty hurricanes
Never venture forth.
We'll put up with it's minor faults
And stay here to retire,
Coping with the cold and snow
With a new log on the fire.*

Jerry discovered these minor, soon to be major problems, pre-flying his aircraft. One cannot emphasize how important that preflight can be. Over the years I've observed several friends who were, "kick the tire and light the fire" pre-flyers. I no longer fly with them. Make a complete check-list and go through it item by item, and

tell that talkative friend to "shut up" while you're doing your walk around. You'll live longer!

Long before man found his wings, Abe Lincoln made a statement that would directly apply to a proper pre-flight.

In his words; "If I were given eight hours to fell a tree, I would spend six of them sharpening my axe." Amen, Abe.

Elsewhere in our newsletter you will find the announcement and details of our Annual Fall Fly-In. After all those wonderful September evenings around Mark and Toms campfire, we will be enjoying the equally inviting campfire of Jim and Sandy Shnowske's, east of Mosinee. Keep in mind that they are on the east edge of the

CWA control umbrella so observe the flight rules in the announcement. And for all those great times at Blume-Voss, thank you, thank you, for all those memories and your outstanding hospitality. As most of you know, our chapter~ member, Bill Heil, had a low level incident with a power line. He survived but suffered serious injuries.

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September 2005

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Greatest Lies in Aviation

#20 I have 5000 hours total time, 3200 are actual instrument.

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5/06 NCWLF

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NCWLF Treasurer Report August 2005

| | | | |
|--------------------------|-----------------------|----------------------------|-------------------------|
| Balance Fwd | \$ 824.80 | | |
| Checking Deposits | | Disbursements | |
| | | Postage | 27.38 |
| Total Deposits | <u>\$ 0.00</u> | Total Disbursements | <u>\$ 27.38</u> |
| | | Checking Balance | <u>\$ 797.42</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

- | | | | |
|-------------------------------------|---|--|--|
| <input type="checkbox"/> \$ 12 May | <input type="checkbox"/> \$ 9 August | <input type="checkbox"/> \$ 6 November | <input type="checkbox"/> \$ 3 February |
| <input type="checkbox"/> \$ 11 June | <input type="checkbox"/> \$ 8 September | <input type="checkbox"/> \$ 5 December | <input type="checkbox"/> \$ 2 March |
| <input type="checkbox"/> \$ 10 July | <input type="checkbox"/> \$ 7 October | <input type="checkbox"/> \$ 4 January | <input type="checkbox"/> \$ 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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I have no late report on his condition but our thoughts and prayers are with him. Jim Shnowske was interviewed on camera for a local TV station after Bill's accident and did an excellent job of explaining the good safety record of ultralights when properly maintained

and FAA rules are observed. Thanks Jim for the "good press".

In the August newsletter I mentioned that Brian Krueger was about to complete his Private Pilot course. A few days later, an excited Brian called me from Marshfield to say that flight examiner Duffy had just

signed his temporary certificate. He instructed me to be at the Wausau FBO in thirty minutes to get my ride as his "first" passenger. What an honor it was, and as expected, all aspects of the flight were perfect. Brian has already started his university work at Mankato, Mn. and flew home in his 152 to spend the long weekend with his parents, Steve and Karen. Good luck Brian. We know you will do well, as you have in all your previous endeavors.

As I sign off this month I wish you higher ceilings and lower gas prices.

Bill Markstrum



"Captain" Brian flies his first passenger!

Analysis: Sport Pilot is One Year Old - 9/1/5

EAA Looks at Where We Are and What's Ahead Thursday's (September 1, 2005) first anniversary of the sport pilot/light-sport aircraft rule marks an inaugural year highlighted by amazing advances in infrastructure and aircraft, along with a clearer picture of the challenges that must still be met to fulfill the promise of these new categories of airplane and pilot certification.

Over more than a decade of direct involvement and leadership on the rule, EAA finds the one-year

anniversary of what's commonly known as the "sport pilot rule" a point of celebration and renewed motivation to continue to build access for those who wish to participate.

"Some in the aviation community are amazed at how quickly airplanes and interest in sport pilot emerged after the rule became reality last September," said Earl Lawrence, EAA's vice president of industry and regulatory affairs, who also chairs the ASTM International committee that

created the consensus standards for light-sport aircraft. "EAA's long involvement with the rule, however, told us that the interest would be very high for both potential sport pilots and the light-sport aircraft that they'll fly. We've seen many parts of the infrastructure take shape and new aircraft come to the marketplace."

Lawrence added that the substantial progress has been made in the first 12 months of an entirely new rule. A number of challenges

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NCWLF Meeting September 17

The next chapter meeting is our annual Fall Fly In with EAA 243 & 640, Sept 17 & 18, 2005 at Jim and Sandy Shnowske's airstrip. See full page flyer for details. Hope to see you there!

Light Sport Looms Large at Oshkosh

This year's EAA AirVenture was full of headliners, including SpaceShipOne and White Knight, the Global Flyer, Dornier's Do-24, and the recently unveiled HondaJet. Yet in spite of the many stars, light sport aircraft made the biggest splash. Clearly evident was that manufacturers have embraced the light sport category, clearing a major hurdle towards building the credibility of a skeptical aviation world. Czech Aircraft Work's Mermaid, a light sport amphibian, clearly

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Light Sport Looms Large at Oshkosh

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demonstrated that designers are intent on creating "real" airplanes with real innovations for the new category. At the seaplane base, a Spanish COLYAER SL Gannet flying boat, the first example to fly in the United States and completed just prior to the event, impressed crowds with its water handling and grace. Key questions still shroud the new category, however. Insurability has yet to be determined, and the regulatory picture remains murky as the FAA sorts out the details. Among the details still outstanding: will the FAA

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Analysis: Sport Pilot is One Year Old - cont...

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remain, though, before a full, vibrant sport-pilot community can take shape.

"Our next critical step is to get the practical training in the field, where potential sport pilots are waiting; to ease any aircraft certification hurdles that remain, especially in the ultralight area; and to deal with pilot medical certification matters," Lawrence said. "These are challenges, but this consensus effort among government, industry and consumers has shown that things can get done in a cooperative, timely manner. EAA has great enthusiasm that will continue and we look forward to fully participating in that effort." The consensus effort to establish the sport pilot community has also had the support of the Federal Aviation Administration, including FAA Administrator Marion Blakey. During her appearance at EAA AirVenture 2005 Oshkosh this summer, Blakey reiterated FAA's partnership with aviation industry and consumers to build sport pilot/light-sport aircraft.

In addition, FAA and industry officials met at EAA headquarters in Oshkosh in late August to discuss specific issues in repair, inspection and maintenance of light-sport aircraft. These sessions, on a variety of sport pilot/light-sport aircraft topics, have been a regular part of the first-year success of the sport

pilot rule.

A further EAA analysis of specific sport pilot/light-sport aircraft issues follows.

Sport Pilot/Light-Sport Aircraft Analysis By Topic
New production aircraft (S-LSA)

Analysis/outlook: Outstanding. The industry went from final rule to more than a dozen new production aircraft in less than seven months, with more in the pipeline. The combination of consensus ASTM International standards and an eager marketplace showed the best of the free enterprise system.

New kit aircraft (E-LSA)

Analysis/outlook: Marginal. The final ASTM standards for light-sport aircraft kit assembly are not yet complete, so any new product must wait for those standards to be drafted. Fortunately, there are a number of existing aircraft kits already on the market that meet the light-sport aircraft specifications, so that product is ready for the final standards.

Transition of aircraft from two-place ultralight trainer to E-LSA

Analysis/outlook: A slow start, with hopes for improvement. A shortage of designated airworthiness representatives (DARs) in this category makes it hard for people to make the transition to the light-sport aircraft category. More DAR applicants are beginning to emerge, which will help the situation. EAA believes the transition deadlines set in the

rule are still valid, as long as DAR applicants can be authorized in an efficient manner.

Pilot certification

Analysis/outlook: Good, to a point. The written test material is completed and available from FAA and private companies. At EAA AirVenture alone, more than 380 sport pilot student certificates were issued, so the pilot community is ready. This area will be prepared when the training facilities catch up to the demand.

Availability of instructors/aircraft

Analysis/outlook: Good and bad. Existing CFIs may instruct sport pilots, and FAA has authorized more than 35 new Sport Pilot Instructors (SPIs) in the first year of the rule. That number will increase significantly in the next year. Finding training aircraft at flight schools is difficult, however, and the cause of a major bottleneck in the rule's first year. All parties must work to remedy this situation.

Availability of checkride examiners

Analysis/outlook: Very favorable. FAA has made major strides to boost the ranks of flight examiners and has scheduled classes to add new examiners. The agency has also looked to authorize current DPEs to test sport pilots.

Repairman-Inspection (LS-I)

Analysis/outlook: Solid and

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Analysis: Sport Pilot is One Year Old - cont...

(Continued from page 4)

growing. FAA's guidance and involvement has already led to two providers that have scheduled courses for this rating. The resources are available for those who wish to obtain this rating.

Repairman-Maintenance (LS-M)

Analysis/outlook: Needs help. EAA and the industry have worked with FAA for a revision to the current restrictive policy, which has slowed progress in this area. Those efforts included three EAA, FAA and industry representatives meetings on the issue, including a summit at the EAA Aviation Center in late August. EAA is also working with and encouraging aviation maintenance schools and training centers to provide this training and help clear

the roadblock on this matter.

Insurance

Analysis/outlook: Bright. Brokers and underwriters, led by Falcon Insurance, have created liability and hull coverage for light-sport aircraft. Most of the difficulties regarding insurance for LSAs have emerged because of compatibility issues in other areas, such as tail wheel instruction or unmet standards for flight schools. The picture promises to improve even more as the sport pilot community expands.

Overall

Analysis/outlook: A fast start but more work to do, particularly in support of non-fixed wing aircraft. Never has there been such a positive response to a new FAA rule - but then, there

have been few rules that have been as comprehensive as the sport pilot/light-sport aircraft rule. The best results have been seen in the production aircraft, pilot enthusiasm and insurance areas. When studying aircraft maintenance and training aircraft issues, however, the results have been somewhat disappointing. These are areas that must be improved, because the success of this rule is dependent on advancement as a total package in all areas. EAA continues to work to improve the outlook in those areas while building on the successes in other segments of the sport pilot community.

2005 Musky Day Fly In

The weather was perfect this year and we had 77 planes, which is a new record up from 62. All 62 chickens were served and we ran out of potatoes salad and cold slaw.

It all started the previous Wednesday with the boys setting up the tent. They hauled the tent up from Wausau and the Kubota lifted it out of the truck. The operation went very smooth and Cal brought up the tables and chairs from his Minocqua church. Merrill was up on Wednesday mowing all the area with a hand mower. That was quite a job.

We had quite a few planes

come up Saturday for camp over. Darko prepared roast loin of pork for the Saturday night campers. We had plenty of good music that night also.

Saturday and Sunday Steve

*Another fly-in has passed
It goes by much too fast
More planes this year,
Near capacity I fear,
I hope all had a blast!*

Krueger and Paul Seehafer took volunteers for rides in the Rans. Some of the riders had not been in a light plane for 30 years and some never in a seaplane.

The registration tent was

busy all day and the gals gave out the food tickets and Musky Day Fly-In caps. They did a terrific job.

With all the planes we had a cramped parking area. The north side of the runway was loaded also with three rows of planes. Along with the land planes we had 6 seaplanes moored in Boulder Lake.

Dave Conrad brought his Hatz bi-plane from Wausau and was impressed with Boulder Junction. We were doubly honored to have Charley Hauser's Stinson 108 that won the Grand Champion award at Fun & Sun. Who

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Light Sport Looms Large at Oshkosh

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allow in flight repositioning of "repositionable" landing gear on seaplanes? The agency has always said that repositionable gear is intended to enable amphibious flight operations, yet the written rules remain prohibitive of in flight repositioning of the landing gear. Efforts by SPA and various manufacturers to obtain a written policy permitting amphibious LSA flight operations has thus far only yielded more promises that revised rules will be forthcoming.



NCWLF Yahoo Group

Don't forget the NCWLF Yahoo group that we can use to stay in touch, plan events, impromptu fly-ins, or Tue night fly night destinations. You're able to post pictures, ask questions, tell stories, mark dates on the calendar, and more. Stop in and say Hi.

<http://groups.yahoo.com/group/CentralWisconsinLiteFly>

Video Library

ATTENTION - ATTENTION- CHAPTER 75 flying tape library is available for your viewing. Check out a tape or two at the next meeting. They are



fun to watch!

Ron Detert

2005 Musky Day Fly In - cont...



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doesn't love a biplane? I was really impressed with Dean Turner's Searey. He did a terrific job of repainting his flying boat. We had a nice Cessna 421 drop in which only proves that the Boulder

Junction Airport can handle just about anything.

The food line went smooth even with serving over two hundred meals.

Finally, we did make the local newspaper with our Red Carpet treatment. Brian

Krueger, a five-day private pilot greeted Bev Cornelius with the "Welcome to the Boulder Junction Airport" red carpet. Brian was busy all day running out to meet all the planes.

I can't thank all the volunteers enough. As usual the airport and area was neat and cleaner than before the Fly-In. I am so proud of that. I hear next year we may have the use of the motorized San Francisco Trolley Car for transportation between the Airport and downtown activities. Wouldn't that be great!

PAYZER



2005 NCWLF Calendar of Events



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

Check these websites for other events
www.dot.state.wi.us/dtid/boa

Calendar of Events is updated monthly.

Contact Tom Voss tvoss@pcpros.net to list events in subsequent newsletters

Buy Trade Sell

- ✦ 2003 Quicksilver GT400, 19 hrs. Built in 2004. Fogged when put away. 503 DCDI, 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, 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 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 715 358-9 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 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 5 7 3 - 3 4 8 - 4 6 5 4 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



EAA Chapters 243/640 and UL chapter 75 present the 2005 Annual Fall Fly-in

At JAKS Field Sept. 17-18 (Jim Shnowske's air strip)

Saturday September 17th

- 1:30 EAA chapters 243/640/75 joint meeting
- 2:30 lunch sponsored by EAA chapters 243/640
- Ultralight flying
- 7:00 dinner sponsored by UL chapter 75
- Bring a dish to share
- Campfire at dark

After dark around the camp-

fire

Music galore!

Do you play an instrument or
sing?

Bring your talents and entertain
us!

Sunday September 18th

- 8:30 pancake breakfast sponsored by UL chapter 75
- Ultralight flying

Directions (If you're driving)

Exit HWY 51 at the Central Wisconsin Airport exit. Take HWY 153 EAST past the airport, in about 3 miles you will cross Hwy X, 1 mile past X turn RIGHT on PEPLIN Rd. Go ¼ mile and turn Left on 16th Rd. JAKS Field is the second place on the RIGHT. Fire Number 2555.

If you are flying in: JAKS Field is located inside CWA airspace, so there are two options:

1. **If you are comfortable talking to the tower,** contact them on 119.75 when **MORE** than five miles from CWA (they will be aware of the fly-in taking place) and let them know you are headed for JAKS Field (or the Kitfox field, or Jims field, they will know where you want to go.)
2. **If you don't want to talk to the tower.** We will have an entry and exit corridor going straight east from JAKS Field that will allow us to come and go without radio contact with the tower. You will need to **stay at 500' AGL (1700' MSL) or lower,** (similar to the way we operate at the Pioneer airport at OSH) We will be using 122.9 for operations at the Fly-in

1800 X 75 grass runway, trees approx. 150 yards off of each end, about 75 ' tall.

N44°46.401 W89°35.385

Camping available No hookups

For more info call: Jim Shnowske 715 693-4254 Steve Krueger 715 536-8828

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

