



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

Editors Notes



It seems that old man winter has awakened from his nap and realized that his days are numbered and has only a short time to remind us we do live in Wisconsin. Despite his snowy last hurrah, we have been busy, at least on the ground. The February meeting at Antigo was very well attended. Most arrived by auto but a few souls braved the snow and wind to fly in.

Elsewhere in this missive you can review the minutes of that meeting from our efficient secretary, Dody Neubauer. Of primary in-

terest, of course, was the discussion on the proposed NPRM "Sport Pilot" category just published in the National Register. President Krueger attempted to answer the many questions on all phases of the proposal. We are encouraged to make our suggestions and comments to the D.O.T. before May 6, 2002. We've waited a long time

A proper preflight of your aircraft should be a second religion, otherwise your first religion may kick in.

for this one so lets not lose it. I'm sure we'll hear a few G.A. pilots who might say, "Who needs it?". To them I say, just wait until one of your critical body parts

fails with age and you try to get your medical reinstated with the FAA. I've personally spent much effort trying to get mine back to no avail. So those would be private pilots out of medical and ultralighters wishing to share the beauty of flight with family and friends will certainly welcome this new category. Bring it on, Mon!

On March 2nd the snows came again but that didn't stop the hardy Midwesterners from filling the large room at the Mead Inn in Wisconsin Rapids for Wisconsin's 9th annual Ultralight and Light Aviation Safety Seminar. While all of us kept an eye on the weather and the less than perfect road conditions,

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In Memory Reinhold 'Reinie' W. Hirsch 1926 - 2002

We are sad to announce the passing of Reinhold Hirsch, a charter member of UL Chapter 75. Reinie was one of the early ultralighters of our area, selling and

instructing in Terratorms and Quicksilvers for many years. Reinie was instrumental in forming our chapter. We extend our condolences to Bernice

Berto-Butler and all other family members and friends. Here's to you Reinie, you were a good friend and you will be missed by all of us.



The EAA's mission is to get people into the air. It is flight, not what type of aircraft, that matters most.



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NCWLF Treasurer Report February 2001

Balance Fwd	\$ 389.54		
Deposits		Disbursements	
Dues	38.00	Blossoms & Bows	54.86
2002 Calendars	16.00	WULAC	100.00
Hats	10.00		
Adjustment	12.00	Total Disburse-	\$ 154.86
		ments	
Total Deposits	\$ 76.00	Ending Balance	\$ 310.68

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:

*Tom 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.)

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only one presenter made aspersions about our Wisconsin weather, Phil Lockwood, from Florida, where else!

The presenters were excellent as usual, and covered such subjects as general safety, stalls and spins, airport etiquette, Rotax maintenance and general aircraft maintenance. Frank Beagle was at his best as M.C. and added another catch phrase to his standard HAFTA AFTA (always fly the airplane). The new one was: DDT-WGYN, "Doing, dumb things will get you noticed". The maintenance presenter made some very good points in his program, not the least of which was the importance he gave to a careful preflight of the plane every time you fly. His words to remember: "A proper preflight of your aircraft should be a second religion, otherwise your

first religion may kick in."

The final presentation regarded the ifs, ands and wherefores of the proposed Sport Pilot NPRM. Following his presentation the speaker answered specific questions from the floor on the proposal.

I'm afraid I jinxed our chapter members when I stated in the last newsletter what prolific raffle winners we always were. Not so this time but the monies spent on raffle tickets supported WULAC's great program. Thanks guys for a job well done!

As always it was nice to hob knob with old friends and make new ones. I visited with Steve Magdic of UL Chapter One and gave him a proper copy of our UL Anthem that his chapter had requested. While at his table I picked up an old copy of EAA's "Ultralight" magazine. I presume that

was the forerunner of the "Experimenter". I picked it up for the appealing cover picture, an early "Sunburst" UL landing just beyond a 1930's Bentley car with, of course, a pretty young lady standing on the running board waving at the pilot. I guess it reminded me of that movie, "The Magnificent Men and Their Flying Machines". I didn't really look at the date on the magazine until I got home, December 1981! It's fascinating reading and predates our wonderful FAR-103. Boy, have we come a long way since then. I can't even find the word "Rotax" in the whole publication.

Enough writing already! I've got to get started on my letter to the D.O.T. Like April 15th, May 6th will be here before we know it so lets get with it.

Bill Markstrum

Sport Pilot

Why is a written test or a check ride necessary for Sport Pilot Certification?

How is the FAA going to find FAA test personnel qualified to give a flight test in a powered parachute?

Why would a power parachute pilot even need to take a standardized written test?

1. The Sport Pilot

"standardized" written test, which has yet to be written, will be designed to test your knowledge of SFAR 89 and all applicable parts of FAR 91 and FAR 61. Ultralight pilots, including those flying powered parachutes, currently only need to be aware of FAR 103, yet the transition to Sport Pilot will allow you more access to airports and controlled airspace. Because

these flight procedures are contained within FAR 91, the FAA needs a written test to help establish the base knowledge requirements - same as your Ultralight pilots written test does with FAR 103.

2. The check ride is necessary for the same reason. For the FAA check pilot to ensure you have a working

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Next EAA Chapter 75 Meeting

Our next meeting is Saturday March 16, 1:30 at Bombardier Headquarters, Wausau, WI. A pot luck lunch follows the meeting. Gordy Radtke will give us the latest updates on all of the Rotax recreational products. Bombardier Headquarters is located in Wausau's West Industrial Park. Take 29 west to 72nd Ave, go south 1/4 mile to Packer Drive, right turn on Packer Dr. to Bombardier, CT. Follow Bombardier, CT. to the facility and enter on the East side of the building. Hope to see you there!

Thanks

Many thanks to all that got wind of my Big 40th birthday on March 6th and sent me best wishes via cards and E-mails or sang with the 200 plus people at the Safety Seminar in WI. Rapids, it will be one I will not forget for a long time. You all got me big time!

Steve Krueger



Attention Wausau Downtown Airport Users and WFS Customers

Last week, one of our computers crashed here at WFS. We lost many files which were not backed up. One of those files was the current T-hangar waiting list for the Wausau Downtown Airport. I was able to retrieve a waiting list from May of 2000. I must try to recreate the most recent list to the best of my memory. Here is what I have so far. If you were on the list past these dates, or if you want to be on the waiting list, or you want to be taken off the waiting list, please email me at **tail-draggerflyer@yahoo.com**. For those of you who would like to upgrade/downgrade your hangars, please email me your requests. Ranking on the new list will be on a first come/first served basis with those people on the list shown below ranked highest. We apologize for any inconvenience this may cause. Yes, we are now backing up the "T-

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Sport Pilot (cont)

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knowledge of the FAR 91 flight rules while flying, plus to provide you with the necessary cross country, Class B, C or D airspace and make & model logbook endorsements.

3. The FAA will find qualified test personnel per SFAR 89 Section 151 and 153 - by transitioning existing Ultralight powered parachute instructors into FAA instructors and examiners. In addition, EAA is

in discussion with the FAA academy to loan them our Buckeye Dream Machine powered parachute for them to conduct FAA Inspector qualification training.

Tech Tip

Purvis from Knapp, Wi asks the Tech - What does the term provision mean on a 503 Rotax?

Provisional for the most part means it will accommodate a gear box. The early UL 503's were non-provision with Bosch breaker point ignition. The provision 4 engines fit the A and many early B gear boxes. My Chinook had a B box with only 4 mounts. The provision 4 also always had Bosch breaker points on them. The latest is the Provision 8 with the heavier crank bearings throughout the entire crankshaft along with the large

crank seals on both ends and dual electronic ignition (all nice upgrades). The provision 8 was the beginning of Ducati CDI either single as on the 377/447 or dual as on the 503. There was not enough room in the cylinder head of the two smaller 377/447 engines to have dual plugs.

You can tell the provisional difference by looking at the PTO end of the crankcase of the 503. Provision 8 = 8 bolt pattern for the stronger Rotax B, C, or E gear boxes, Provision 4 = 4 bolt pattern for the A gear box, Non Provision the crankcase is flanged out, this will

only accommodate a belt reduction. All new Rotax engines are provision 8. This has been that way for quite some time. Snowmobile engines are non provision and do have some minor and some major differences between their aircraft brothers. Thank you Ron for the great question. Look for more monthly tech tips.

Gordy Radtke
 Product Quality Specialist
 715-847-6856
 fax 715-847-6898
 gordy.radtke@recreation.bombardier.com

February 2002 NCWLF Minutes

Location:

We met at the Antigo airport on February 16, 2002. Jerry Smith and Kim were our hosts. President Steve Krueger called the meeting to order at 1:40 pm. We had an introduction of members and guests. The secretary and treasurers reports were approved as read.

Old Business:

Steve reminded us about the Ninth Annual Ultralight Safety Seminar being held at the Mead Inn in Wisconsin Rapids on March 2nd. Help is needed at our Chapter 75 table at the seminar.

New Business:

Steve Krueger explained some of the sport pilot rules. Because many people had questions and concerns,

there was a lengthy discussion about the new sport pilot designation. The sport pilot summary is available from FAA for public comment until May 6th, 2002. Sportpilot.org also has details of the summary. Part 103 remains unchanged. EAA is sponsoring an Aviation Sweepstakes and has

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February 2002 NCWLF Minutes (cont)

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asked all chapters to participate by selling tickets for a newly refurbished Piper Cherokee. The person in each chapter who sells the most tickets will receive a "Vision of Eagles" jacket from EAA. And each chapter

has the chance to win a color TV and VCR. The chapter selling the most tickets will be awarded a Bose stereo system. Our chapter has voted to participate. Dody Neubauer will coordinate this project. Pioneer Days is scheduled for June 22nd,

2002 in Oshkosh.

Next Meeting:

March 16th at Bombardier Wausau headquarters. Meeting adjourned at 3 pm.

Dody Neubauer
UL Chapter 75 Secretary

NCWLF Calendar of Events

March 16, 2002 Chapter 75 Meeting

Wausau, WI Bombardier Headquarters

April 7-13, 2002 Sun n Fun

Lakeland, FL

April 20, 2002 Chapter 75 Meeting

Tomahawk, WI Dean Turners on Lake Nokomis

May 18, 2002 Chapter 75 Meeting

Spencer, WI John Verfuerths

June 15, 2002 Pioneer Day & Chapter 75 Meeting

Oshkosh, WI

July 20, 2002 LaSee-Jakel Fly-In & Chapter 75 Meeting

Abbotsford, WI LaSee-Jakel Fly-In

July 23-29, 2002 Air Venture

Oshkosh, WI

August 11, 2002 Musky Day Fly-In

Boulder Junction, WI

August 16-18, 2002 UL State Fly-In

Lake of the Woods Wautoma, WI

August 17, 2002 Chapter 75 Meeting

Lake of the Woods Wautoma, WI

September 21-22, 2002 7th Annual Blume-Voss Fly-In & Chapter 75 Meeting

Little Chicago, WI

October 19, 2002 Chapter 75 Meeting

Lake Nokomis, WI Dick Lees Polish Luau

November 16, 2002 Chapter 75 Meeting

Location TBD

December 14, 2002 Chapter 75 Meeting

Merrill, WI with EAA 243 & 640 Merrill Airport

Calendar of Events is updated monthly.

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

Attention Wausau Downtown Airport Users and WFS Customers (cont)

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hangar Waiting List" on our computer! Thank you in advance for your assistance. John P. Chmiel, Wausau Airport Manager

T-HANGAR WAITING LIST

Dave Finkbiner	08/18/1999
Mike Turner	09/08/1999
Dennis Terry	02/22/2000
George Desnoyer	03/18/2000
Jim Langlois	05/01/2000
Rob Flannery	08/05/2000
Helen Wright	09/12/2000

New Members

John Kirstein - Wausau, WI

Steve Wild, Antigo, WI





Buy • Trade • Sell • Wanted

✈ 2 year old 503 Rotax DCDI with 3.47-1 E-gear box. 70 hrs TT. Electric start, exhaust and oil injection. Excellent condition. Asking \$2100. Joe Urban, 715-823-2354 - 2354 flyby@frontiernet.net

✈ 1997 T-Bird 1 325hr. Rotax 503 dual ignition / single carb, oil inj, elec start. Cockpit has full enclosure, full complement of analog gauges mounted in lexan panel. Includes streamlined strut covers, hyd. brakes, 6 & 12 gallon gas tanks, snow ski's, and BRS 750 Soft Pack parachute. Asking \$ 8,000. Also available: Hanger rental on premises \$90 month. Bob Zaretzke 4720 Martha Lane Pewaukee WI 53072 262-781-2251 cell 414-791-7670

✈ Bill Markstrum has extra copies of Bob Wylie's excellent book, "Wings North" at \$30 each. This is a treasure trove of local aviation history. Call Bill to reserve your copy. 845-8673

✈ FlightstarII, 65hrs. TT, 503 dual carb, e-gear box with electric start, full instrumentation with panel mount radio and intercom/2headsets, 3-blade ground adjust f-model powerfin. Many other extras including ski's. Pictures available. Contact Joe Urban 715-823-2354 flyby@frontiernet.net

✈ 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. Do you

know of anyone who has 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@2ultra.com

✈ 1992 Challenger 2 503 Rotax engine, updated wings, new puddle jumper floats with retractable wheels. BRS chute, new windows, fiberglass nose cone, flapperons, strobe lights, ski hardware, extra balloon type tires with hydraulic brakes. Handheld Delcom radio, instruments, and much more. \$ 18,200 or best offer. Glenn Wagner 715-453-8461. Glennsnr71@klinktech.net

✈ 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 Hanagan 920/734-8682 Appleton, WI

✈ KolbUltra-Star Folding wings. Stick and Rudder. 35 hp UL-202 engine with reduction, good paint, good fabric on wings and tail. Good condition overall. Seat tank. Includes trailer. Fly home or trailer. \$ 3,700 262/677-1357 evenings.

Excellent hangar or storage units - 8 to 48 ft wide



Contact George Kramer
Deerbrook WI

715-627-7925 gmramer@msn.com