

North Central Wisconsin
North Central Wisconsin
Lite Flyers

APRIL 1998

EAA Ultralight Chapter 75

President: Steve Krueger
Vice President: Rich Papa
Sec/Treasurer: Steve Norris

(715) 536-8828
(715) 845-4170
(715) 842-4286

Board Member: Mark Blume
Board Member: Dan Marlenga

(715) 443-2835
(715) 359-7371

Editors Notes by Bill Markstrum

In early April the clock jumped ahead an hour and all of my deadlines seemed to jump back several days so I'll keep this brief to let Mark and Tom get the newsletter out.

The march meeting was held at R & D Aerosports in Schofield. After the formal meeting, Rod fired up a Rotax on his dyno to show the improved performance of the exhaust systems he is working on. Isn't it nice to have such expertise within our chapter ranks?

On the Wausau Airport scene, a lot of midnight oil is still being burned in the hangars of the three planes being readied for the great flight to Sun & Fun. "Mother Goose" Marlenga and Steve Norris have completed installation of the 582 water-cooled Rotax. They report a significant power boost in their GT-500. Some minor problems are still being worked out by them while the rest of the "flock" Gordy Radtke and Rich Papa are getting their planes ready as well. Should be a great adventure. Our best wishes go with you. Via con dios!

Just a reminder that Wausau Downtown Airport will have a big fly-in on May 30th to dedicate the new hangar. Let's be there in numbers.



Acrophobic Humans Soar Like Birds

by Lisa Standing - Reprinted from 4 Mar 1998 Merrill Foto News

"Most of us are afraid of heights."

Steve Krueger of Merrill shares an insiders' secret. Krueger is a pilot who has spent the last 18 years flying just over 200 pounds of frame, engine and wings. He has given up general aviation-small planes-for this. Many ultralight pilots, he says, have undergone the same conversion.

An ultralight craft, by definition, is under 254 pounds and holds no more than five gallons of fuel. The type of craft (which is the correct term) Krueger flies is a fixed wing ultralight powered by a two cycle engine, using a mixture of oil and gas, like a snowmobile. It is constructed out of Dacron rip-stop cloth; the frame is aluminum tubing. Most ultralights come as kits requiring 40 to 100 hours of assembly.

Flying at altitudes of 500 to 1000 foot elevations affords a detailed panorama of Lincoln County, of forests, across rivers and rolling farm lands. Those many pilots afraid of heights find comfort, "the huge difference is that you have a sense of control," Krueger explains. 40 to 60 miles per hour above the tree tops "every tie to this world is gone, there is a sense of freedom, being alone." He assures the birds stay out of his way.

There is also a safety harness, a seat belt, helmet and eye protection. Some crafts have parachutes as back up, some have chutes permanently attached and deployed as part of their design. However, at the lower altitude with such a light mechanism, pilots can often land without power. This may pose a flight limitation, Krueger gives a

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caution, "always fly within landing distance of a field. "He says safety is in the pre-flight inspection, easily done on the open, accessible small engine. Also a must is the 20 hours or so required each year to maintain it in top mechanical form. Flying conditions and "weather minimums" ensure safety-calm winds, clear weather, three miles visibility. Krueger shares the beauty of flight, he is an instructor of the ten hour class required before becoming an ultralight pilot. The dual instruction course covers flight and ground, aerodynamics, safety and weather. One of the attractions of this hobby is the comparatively few regulations, as opposed to general aviation. "The Federal Aviation Administration governs ultralight flight by their rules and regulations," he clarifies, adding there is close oversight. Ultralights, he adds, are much less to purchase and maintain than airplanes.

He is also president of the local chapter of the Experimental Aircraft Association (EAA). Chapter 75 is based in Wausau, called the North Central Wisconsin Lite Flyers (NCWLF). 50 members meet to fly together, share experiences, host and attend seminars and events like gas and steam shows, fairs and airport days. They promote sport aviation, explaining and demonstrating their obsession.

"If you fly for the exhilaration, this is all you need," insists Rich Papa, vice president of the NCWLF. The show the club most enjoys is the July Oshkosh air show, which has the biggest crowds, more of whom-women and men-are discovering experimentals. "General aviation is dead," Papa pronounces. He goes aloft in a Quick Silver



Sport, which features a fully deployed parachute. For six years he has flown the oldest form of plane, he calls the Wright Brothers the original ultralighters. He laughingly admits many-his family sometimes included-think he is crazy. He tells them not to worry, the safety regulations and craft guidelines are designed to protect both the flyer and what he hits.

Jack LaSee flies in the winter, as do many ultralights owners, wearing a snowmobile suit in the open cockpit of his powered parachute. The parachute functions as wings-he favors this design for its fast set up time compared to a fixed wing model, which he says is the most common.

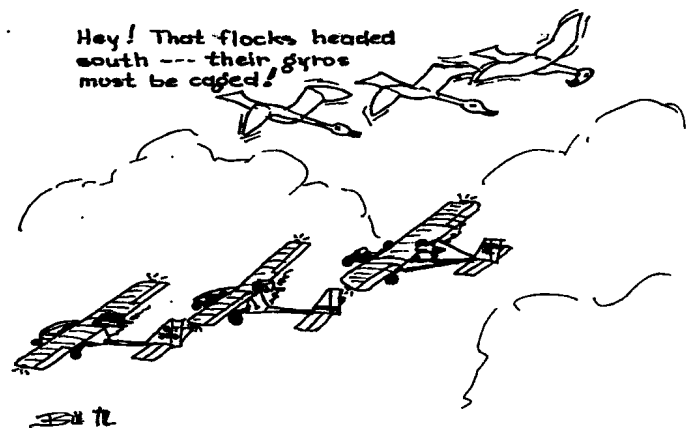
He also declares his to be the safest, "it can land without an engine." LaSee has been up over 300 times in his three years of ultralight flying, exploring "Wisconsin's green depth, especially in the early evening and morning light with all those breathtaking views to choose from." LaSee, living in Abbotsford, is a member of NCWLF and has easily recruited twenty-year-old son Ryan as a flyer.

In mid-April their EAA chapter travels to Lakeland, Florida to attend a nine day meeting. LaSee will have to trailer his craft, Papa and Krueger will fly into the local airport. They have allotted four days each way for weather, but expect the trip to only take three days with stopovers.

To contact Krueger for information on becoming a trained ultralight pilot or for information about North Central Wisconsin Lite Flyers or the Experimental Aircraft Association, call 715-536-8828.

Election Notice

Nominations for officers will be taken at April's meeting. Elections will be held at May's meeting. If you would like to hold office get yourself on the ballot. If you know someone who would like to hold office get them on the ballot. Now is your chance to contribute to the direction of our club.



The EAA Flying Start Program By John Riesinger



The Flying Start Program has gotten off to a flying start. John Riesinger Flying Start coordinator and production manager has selected a Flying Start team. They are:

Host & Emcee	John Verfuert
Enthusiastic Pilot	Pat Kenny
Flight Instructor	Mark Blair CFI
Ground School Instructor	Steve Krueger BFI
Active EAA Chapter Member	Bill Markstrum
Promotion	Ed Mux
Facility & Equipment	Helmet Jungerman
Membership & Recruitment	Steve Krueger Bill Markstrum
Registration	Mark Blume Steve Krueger
Publicity	Dick Lee

The first organizational meeting was held on April 2 at 6:30 pm at the Merrill Airport. We watched a 1 hour videotape of another EAA Chapters presentation of the Flying Start Program. The team showed great interest and enthusiasm for the program and accomplished the following goals:

- Through the grace and cooperation of Merrill Airport Manager Bob Gehring and CFI Beverly Cornelius we have acquired the airport lobby for meetings and the big hangar for the Flying Start Program.
- The Flying Start Program Presentation will be held at 9:00 am on Saturday May 9 at the Merrill Airport.
- A dry run will be held Thursday May 7 from 4:30 - 6:30 pm at the Merrill Airport.
- Ed Mux will get out flyers and posters in the Merrill area for the event.
- John Riesinger has made contact with the Merrill Shopper and with John Roberts the Manager of WJMT radio. The shopper showed great interest in putting us in their calendar of events, publishing a news article and doing an interview with a chapter representative
- WJMT has agreed to put us on Calendar of Events three or four times a day and saturate the week leading up to the event. John will also try to get us on

Community Scan the morning program from the Merrill McDonalds. He was also receptive to the idea of a personal interview with a club representative.

- Dick Lee will try to get us newspaper, radio and TV coverage in Tomahawk and Rhinelander as well as distributing flyers and posters.
- Bill Markstrum will contact channels 7 & 9 and the Wausau Daily Herald about support.
- Ed Jeziorny the Flying Start Program Administrator for EAA was informed of the date and location of the event. He is sending a large box of promotional materials, pamphlets, magazines, registration forms, posters, flyers, banners, and 3 EAA memberships to give away. Those renewing or joining EAA will receive an EAA cap with the new logo, EAA lapel pin, 1996 EAA Convention video, and a startup kit that includes a 12 month subscription to Sport Aviation Magazine.

How can all club members HELP?

- 1) Attend the program. Show by our number we like flying. Make it a point to talk to guests and be friendly. We want to project a positive and welcoming image.
- 2) Help with setting up and taking down tables and chairs for the program.
- 3) Help clean up the lobby and hangar area after the event.
- 4) Start talking up the event with relatives, friends, and acquaintances right now. Spread the word
- 5) Since the program is early on Saturday morning we would like to serve coffee, donuts, and rolls. We are asking that members each bring a dozen donuts or rolls if possible.

Seeing this is our first year we have no way of estimating attendance. Come on out and support your local chapter while helping to educate the public on this wonderful sport we all share.

EAA Flying Start Program Mission & Vision Statement

It is the mission of the EAA "Flying Start" Program to provide interested people the opportunity of learning about getting started in flying through EAA Chapters, and other local aviation resources, along with the support of the EAA and the National Association of Flight Instructors (NAFI).

It is the vision of the EAA "Flying Start" Program that this program will successfully facilitate new pilot starts in all types of aviation and will introduce new enthusiasts to the fun, enjoyment, and benefits of EAA and local EAA Chapter membership.

NCWLF Calendar of Events



APRIL 18 - NCWLF Club Meeting

At Helmut Jungermanns grass strip on Saturday April 18 at 1:30 pm. Have your short field skills up to par and you'll be ok. See map below. If flying in or driving See You There!

APRIL 19 – 25 - Sun 'n Fun EAA Fly In

Lakeland Florida 24th annual Sun 'n Fun EAA Fly In at Lakeland-Linder Regional Airport. Contact Sun 'n Fun headquarters at 941-644-2431 for details.

MAY 9 - Flying Start Program

At Merrill Airport on Saturday May 9 at 9:00 am. For more information see article on page 3.

MAY 16 - NCWLF Club Meeting

At John Verfuert's strip on Saturday May 16 at 10:00 am. Pot luck lunch at 12:00. Fun flight competition at 1:00

MAY 30 - Wausau Downtown Airport Rededication and Open House

Saturday May 20 from 8:00 am to 4:00 pm. Pancake Breakfast, Static Aircraft Displays, Military Aircraft, Airplane Rides, Civil Air Patrol Display, Car Show, Hamburgers & Brats.

JUNE 13 - Pioneer Days Ultralight Fly-In

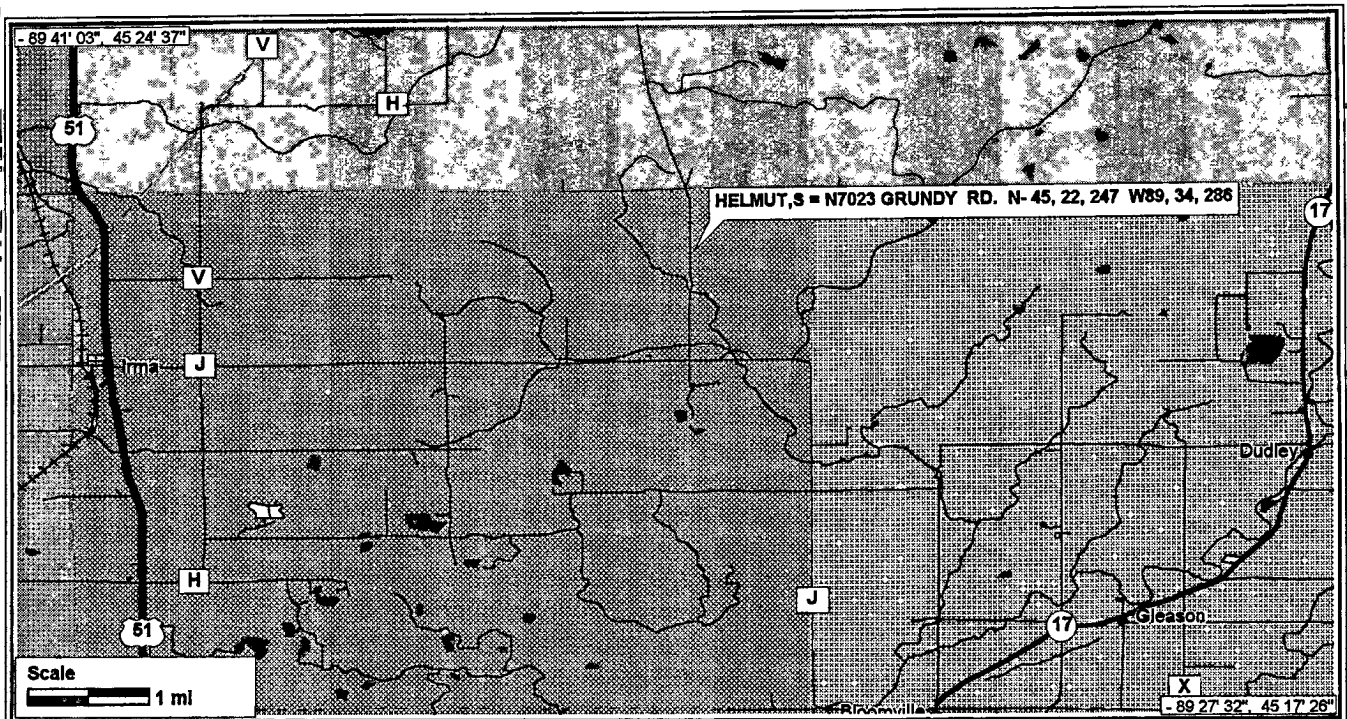
Saturday June 13 at the Pioneer Airport in Oshkosh. June 14 set as rain date.

JUNE 13 - NCWLF Club Meeting

Saturday June 13 following the days activities at Pioneer Days in Oshkosh.

The Calendar of Events is updated monthly. Contact Mark Blume to list events in subsequent newsletters.

HELMUT,S N7023 GRUNDY RD.



NCWLF Treasures Report

Balance Fwd. - \$411.41

Deposits

- Dues - \$60.00
- Hats - \$40.00
- Total - **\$100.00**

Disbursements

- Postage - \$19.20
- Stmt. Copy - \$6.00
- Hats - 128.18
- Office Supplies - 30.00

Total - **\$183.38**

Ending Balance - \$328.03



**WAUSAU
DOWNTOWN AIRPORT
REDEDICATION
AND OPEN HOUSE
Saturday May 30th**

8:00 am - 4:00 pm

- | | |
|---------------------------------|-------------------------------|
| <u>Pancake Breakfast</u> | <u>Car Show</u> |
| <u>Static Aircraft Displays</u> | <u>Hamburgers & Brats</u> |
| <u>Civil Air Patrol Display</u> | <u>Military Aircraft</u> |
| <u>Airplane Rides</u> | |

See
**Wausau Flying Service
New Facilities**

**New Corporate Center
Hangar**

Wausau Downtown Airport is the city's most convenient airport!

Take Grand Ave to Lakeview Drive
Lakeview to the Airport
Sponsored by Friends of the Airport

For More Information, contact:
Wausau Downtown Airport
715-848-3400

Welcome Home To Wausau!

Next Chapter 75 Meeting

The next meeting of the NCWLF will be held at Helmut Jungermann's grass strip. Contact Helmut at 873-4667 for the latest update report on strip condition. Have your short field skills up to par and you'll be ok. To get to Helmut's take STH 51 North to CTH J in Irma, take CTH J east 4.7 miles to Grundy Road. You will see a sign for Otter Lake Park. Go 1.25 miles north on Grundy Road to Helmut's. Helmut's is on the west side of the road across from an old trailer in a small open field. The house number N7023 is hidden behind a small pine tree. See map on the events page. See You There!

Dues, Dues, Dues

Yearly dues for club membership expires April 30, 1998. Dues for our next year are \$12.00. Pay at the next meeting or mail your renewal to:

NCWLF
PO Box 12
Schofield, WI 54476

EAA ULTRALIGHT CHAPTER 75
North Central Wisconsin Lite Flyers
Application Form for Membership and Subscription

Date _____

Name _____ Phone: _____

Address _____

City _____ State: _____ Zip: _____

USUA# _____ EAA # _____

Type of Ultralight you fly _____

Membership Due Schedule:

_____ \$ 12 MAY	_____ \$ 6 NOV
_____ \$ 11 JUNE	_____ \$ 5 DEC
_____ \$ 10 JULY	_____ \$ 4 JAN
_____ \$ 9 AUG	_____ \$ 3 FEB
_____ \$ 8 SEPT	_____ \$ 2 MARCH
_____ \$ 7 OCT	_____ \$ 1 APRIL

Mail Check Payable To:
NCWLF
P.O. Box 12
Schofield, WI 54476

Payment of dues affords me voting privileges, and a subscription to news updates

Buy · Trade · Sell

- ✦ King KX 99 Radio, 1 year old. \$375. Michael Leamy - Summitt Lake (715) 275-5332
- ✦ Sigtronic Intercom 2 place with headphones. Like new. Bill (715) 446-2225
- ✦ Rotax Engine Sale - 277, 447, 503. Gordy Radtke (715) 359-5343
- ✦ Wanted - 750# BRS Chute. Tony Borchardt (715) 845-3018
- ✦ Super Ace, single place parasol 75% completed. Fuselage welded and primed, tail feathers complete as are the built-up wooden wings. Asking \$8,300. Bill Flynn - Schofield (715) 359-3737. (Ed note: I know the builder and I've seen the plane. What a beautiful piece of workmanship. All it needs is covering assembly and an engine. Let's keep this one in our area.)
- ✦ 582 Rotax DIDC with 2.58 "B" box and electric start. It has 3 hours running and radiator is included for \$4,000. Bob Lapp - Land O Lakes (715) 547-3767



- ✦ Kolb MKII 503 single carb 2 seat Ultralight. \$6,500. Dave LeVoy - Stratford (715) 687-4120.
- ✦ 1983 Rotec Rally Sport. 503 engine. Factory pod with instruments. Skis. \$ 2,500. Bob Paustian 715-675-7800.
- ✦ 1987 Para Plane Mod Pm2. Needs engine work. \$1,500.00 Tom Ryan (715) 453-5201. Please call after dark.
- ✦ 1983 Teratorn Tierra I. 447 Rotax tach altimeter. Pilot enclosure. All instruments. Electronic fuel system. Too much to tell here. \$7,500.00 Hilary Omernik (715)-693-3231
- ✦ Quicksilver MXL I-3 axis. Controls, Steerable Nose wheel, Saddlebags. BRS soft Chute, Brakes, Gauges, 32 hrs on rebuilt engine. \$4,400. 414/563-9654.
- ✦ Fischer 202 Koala. 86 hours total time. 277 cc Rotax engine. Call John Verfuert 715-387-3856
- ✦ Challenger II. 274 Hours. 503 Rotax. Hiper Light N8. 79 Hours. 447 Rotax. Teratorn TA. 64 Hours. 298 Rotax Twin. Contact Reinie Hirsch (715) 384-5073.

R&D AEROSPORTS

7701 Schofield Ave.
Schofield, WI 54476

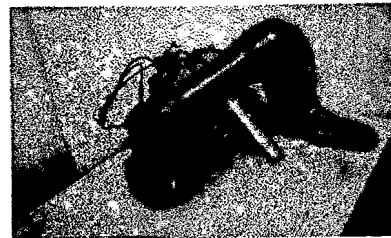
PRICE LIST

503 Steel pipe level one muffler	\$350.00
503 Steel pipe level two muffler	\$425.00
503 Steel pipe after muffler kit	\$75.00*
503 Stainless Steel pipe level one muffler	\$425.00*
503 Stainless Steel pipe level two muffler	\$510.00*
503 Aluminum after muffler kit	\$98.95*
503 Exhaust mounting kit	\$72.95*
582 Steel pipe level one muffler	\$350.00
582 Steel pipe level two muffler	\$425.00
582 Steel pipe after muffler kit	\$75.00*
582 Stainless Steel pipe level one muffler	\$425.00*
582 Stainless Steel pipe level two muffler	\$510.00*
582 Aluminum after muffler kit	\$98.95*
582 Exhaust mounting kit	\$76.95*
618 Side mount hand built steel level one muffler	\$550.00
618 Side mount hand built steel level two muffler	\$625.00

* tentative price

Level one muffler is approximately the same sound level as the stock Rotax muffler.
Level two muffler is approximately 8 decibels less than the stock Rotax muffler.

- * Exhaust system ready approximately Feb 1.
- * Mounting kit ready approximately Feb 15.
- * After muffler kit ready approximately Mar 1



PIPE COMPARISONS

