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Editors Notes

I just reread my comments in December's newsletter. Me and my big mouth! It seems I chased all that beautiful weather away and now the only Rotaxes I hear are in snowmobiles on the Lake Wausau ice. But cheer up, the days are already getting longer and President Steve and the other board members are already putting together the flying season's schedule of events. And then there are all those maintenance items, and improvements to be done on the aircraft before spring. Hopefully, we will see some totally new aircraft when the hangar doors thaw and roll open again.

I have missed the two recent get-togethers of chapter members so I can't report the latest scuttlebutt on our planes and pilots. During the winter doldrums we especially need input from our members to keep well informed and the newsletter interesting. Get on the phone or drop us a line if you have news that may be interesting or informative to the other members.

On a personal note I can report that my recently acquired Moni motor-glider is out of its Merrill "cocoon" (hangar) and home in Wausau. To give the fuselage more

stability when the wings were removed (typical single-wheel glider) I jury-rigged a longer axle with two small wheels. Ron Detert ably helped me "unrig" the wings and load the fuselage on a trailer for transport. Fortunately we were able to fit the wing panels in my van between the seats with the rear doors secured open. I've included a picture of the operation. It should be a fun airplane after some tender loving care and a proper logo and name. So far "Swedes Yeww Two" has a certain ring to it.

I understand the calendar of our chapter planes is a fact of life barring some technical difficulties in the printing. All reports say it's a beauty so bring money to purchase your very own Chapter 75 calendar at the January meeting.

I talked to Karen and Steve Krueger regarding the meeting/party at the Wausau Downtown Airport on January 16th. Steve will have details elsewhere in this newsletter but it sounds like a fun time with plenty of food, games, prizes and hangar flying. See you there!

All the best for '99.

Good health and warm hangars.

Bill Markstrum



Markstrums Moni coming home. Seated is our own Ron Detert, president of "Local 75, Airplane Handlers and Haulers Union"

Dear Friends

I know that many of you have been asking about how I am doing since the crash.

With 1998 behind us, so are some of the best memories of my life. The highlight of 1998 was the trip to Sun 'n Fun. Rich, Gordy and myself flew as Jack and Phil provided ground support. The completion of Gordy's Chinook and the guys gathered for weeks of work was a great accomplishment. We had many great flying events this past year. The competition practice in May at John Verfuert's, UL Day event at Pioneer Airport in Oshkosh, Gump's Flying Circus in Royalton, The Fly-in, Drive-in and Campout in September at Mark and Tom's in Little Chicago and numerous other get-togethers for flying and camaraderie.

(Continued on page 2)

NCWLF Calendar of Events



JANUARY 16 Chapter 75 After Christmas Party

12 noon in the meeting room of the new FBO building at the Wausau Downtown Airport. Bring a dish to pass and a \$5 gift for the exchange. See the article for details.

MARCH 6, 1999 Wisconsin Ultralight Plane Safety Seminar

Mead Inn Wisconsin Rapids

APRIL 11-17, 1999 Sun n Fun

Lakeland Florida

JULY 28 - August 3, 1999 Air-Venture

Oshkosh

(Continued from page 1)

It is easy to see that Flying and my friends have been very important to me. The love of my family is the most important part of my life. With Shelley gone, Patty and Peter have done everything they could to help fill the void. I miss Shelley so much that I know a part of my heart will always be broken. Shelley and I connected in a very special way through flying. For the past two years, she has joined me on many wonderful hours of flying. Shelley took off work as much as she could to participate at events like Pioneer Days, Gump's, Oshkosh and the statewide fly-in at Wautoma. Flying has brought me happiness but also has taken away my most precious little girl. To be honest, I am not sure I will ever fly again.

Patty and I are hoping to gather stories, pictures and memories of Shelley to celebrate her life. If you have anything you could add to this memory book, please write it down and send it to us.

Each day I get up and go on because I must. I love my family, I like my work, I treasure my friendships and I think about Shelley everyday.

Your friend,
Dan Marlenga

Next Chapter 75 Meeting

Our next get together will be our own NCWLF Christmas party. It will be at the Wausau Downtown Airport in the meeting room of the new FBO building at 12 noon on Saturday January 16th. The chapter will be providing a roaster of chicken so please bring a dish or dessert to pass along with your favorite beverage. We will be doing a \$5 gift exchange. The guys bring a mans gift, the gals bring a ladies gift. Please mark on the tag mans or ladies and also who it is from. We also will be doing a few fun games so bring your holiday spirit and enjoy the fun.

Flying the Gyro

Maintaining a gyro is relatively easy and requires very little time. After 12 years, 850+ hours and hard use, my gyro has only required engine maintenance. The rotorhead bearing is a lifetime bearing and is designed for 7-9000 rpm with an in-flight rpm of only 3-400. There are of course minor bushings that need to be monitored for excess play. A proper pre-flight is always essential.

Safety falls totally on the pilot and his or her proper judgement. Publishing of mishaps in our flying magazines attest to that.

Keeping to the subject of gyros, I often wonder why the FAA has found the gyro to be one of the safest aircraft flying today. If you have seen an experienced gyro pilot fly, you would probably think there nuts and showing off; in my case all true. But the truth of the matter is that is the way the gyro flies. The Gyro is an extremely maneuverable aircraft but the pilot must always use good judgement and fly within their and the crafts limitations.

One characteristic of the gyro is that it does not stall. The pilot can bring the gyro to zero airspeed and still have complete control. The reason is that the rotors are a rotating wing which continues to fly. The rotor rpm will decrease some and you will start to descend, but you still have complete control of the aircraft. Stopping the decent is the same as in a fixed wing aircraft - you ease the nose down to gain air-speed, rotor rpm will increase and you fly on. In a gyro it is always power before attitude. If you reach zero airspeed with nose high attitude and power on, you need to reduce power and angle of attack, and then you add power. When flying speed is reached you simply fly on.

In my next article I will cover takeoff do's and don'ts.

Mark Blume

Air Density & Carburetion

It's that time of year again when we can either sit back and reminisce about the past flying season or we can continue to fly in possibly the smoothest and certainly the coolest air of the year. If you are lucky enough to have a heated plane, or are brave enough to handle the cold, the rewards are worth it! The scenery is unsurpassed, our planes handle crisper and the climb rates are terrific. However before we start flying our birds in the cold there are a few things we should be aware of. First and foremost is a proper preflight, I'll leave this topic for another issue or possibly even another writer. My topic of the month is about air density and it's effects on carburetion. Many variables, the major ones being, relative humidity, current atmospheric pressure, temperature and altitude affect air density. We have probably all heard of reports where an airplane has struggled to leave the runway of some remote airport in the mountains on a hot day. The AWOS would have reported a high density altitude with which the pilot in command should have taken into consideration before taking off. As we go up in altitude, or as the air warms up, the air around us becomes less dense, hence our planes wings will not develop as much lift and our take-off runs will become longer and our climb rates deteriorate. The opposite happens as it gets colder outside and the air becomes less humid, the air surrounding us becomes more dense, this is why our planes wings seem to work better in winter. They actually do! Most of us are flying with two stroke cycle engines, these engines were derived from snowmobiles many years ago, so one would assume they are designed to run in the cold. While this may be true and even though they have been beefed up through the years to become very efficient and reliable powerplants for our little planes, we do need to make some changes to the jetting in our carb(s) as the season's change. All engines perform at their best when they have the correct ratio of air to fuel delivered through their carburetors, on our two stroke engines this ratio is approximately 14.7:1 at wide open throttle. This is known as the Stochiometrically, or chemically correct ratio. This ratio is expressed in pounds of air per pounds of fuel. The carburetor on your plane was calibrated for what is known as STD. Atmospheric conditions, this being an outside temperature of 59 degrees F and sea level altitude. There is a range of temperatures and altitudes that the engine with std. carb calibration will run acceptably well in. However in the dead of winter here in Wisconsin the temperatures we can fly in WILL require a jet change or two. As the air becomes more dense due to the cold temperatures surrounding us, the number of oxygen molecules in a cubic foot of air increases, since there is now more oxygen available to be burned in the engine, if we made no changes to our jetting the fuel/air ratio the engine was designed to run on properly would become incorrect.

We call this condition running lean, this will cause a very high exhaust gas temperature reading. If you are seeing temperatures in excess of 1200 degrees F at WOT this is a good indication that you need to rejet slightly richer for the temperatures or air density conditions for which you are flying in. This may sound rather complicated, so to take the guess work out of this subject, Rotax has developed a very simple jetting chart that will allow you to correctly jet your carb for most normal altitudes and temperatures. If your plane happens to be equipped with a Mikuni carb instead of a Bing as the chart is designed for; there are similar charts available from most ultralight catalogs and many better snowmobile dealers. Since two stroke cycle engines generally produce considerably more horsepower per cubic inch of displacement than their 4 stroke counterparts, we need to be a little more accurate with the fuel/air mixture. Don't forget, when spring rolls around that we will need to reinstall the original jets in our carbs to keep our engines running at peak efficiency.

Happy flying and I hope to see you in the air this winter.
Gordy Radtke

NCWLF Treasurers Report

Balance Fwd. - \$460.00

Deposits

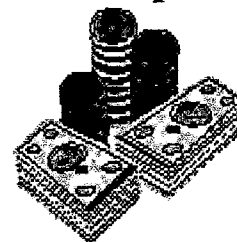
Total - \$ 5.00

Disbursements

- Postage - \$19.84

Total - \$19.84

Ending Balance - \$445.16



NCWLF 1999 Calendars

Start the new year off right with your own Chapter 75 calendar. On sale at our next meeting, the cost is \$10. A special thank you to all the club members that sent in pictures and a big thanks to Steve Norris for all of his effort for making this possible. If you would like a calendar but you won't be able to pick yours up at our next meeting contact Steve Norris at 715-842-4286.

Buy • Trade • Sell

- ✦ Aerostat 340. Copycat of Quicksilver MX. Hobbs. EGT. RPM Compass. Altimeter. Strobe. 337 Rotax. Reasonable. John Riesinger (715) 536-8665 Merrill, WI
- ✦ 1994 Quicksilver MXL Sport. Rotax 447 180 hrs tt. BRS 5 chute repack due 2001. He-man bar. Dual wing tip strobes. 3 blade IVO prop. Puddle Jumper amphibious floats. EGT. CHT. Tach. Always hanged. \$ 8,000 or trade up to two place. Dave St. Martin (715) 549-5265 Houlton, WI
- ✦ Challenger 1 447 with 20 hours since major. Loaded with all options professionally built always hanged. For full list of options call or contact me via e-mail. Asking \$9,600 offer. Don Petzold Wisconsin Rapids (715)424-2216 dpetz@tznnet.com
- ✦ 1983 Teratorn Tierra I. 503 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.
- ✦ Hiper Light N8. 79 Hours. 447 Rotax. Contact Reinie Hirsch (715) 384-5073.
- ✦ 1986 Kolb Firestar, 377 Rotax, Rehm wood prop, altimeter, tachometer, airspeed, CHT, EGT, antenna, strobe, blueprints, always hanged, includes trailer, 170 hours total time. \$5,500.00 / obo. Larry Barrow (608) 742-3278 Portage, WI



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 _____

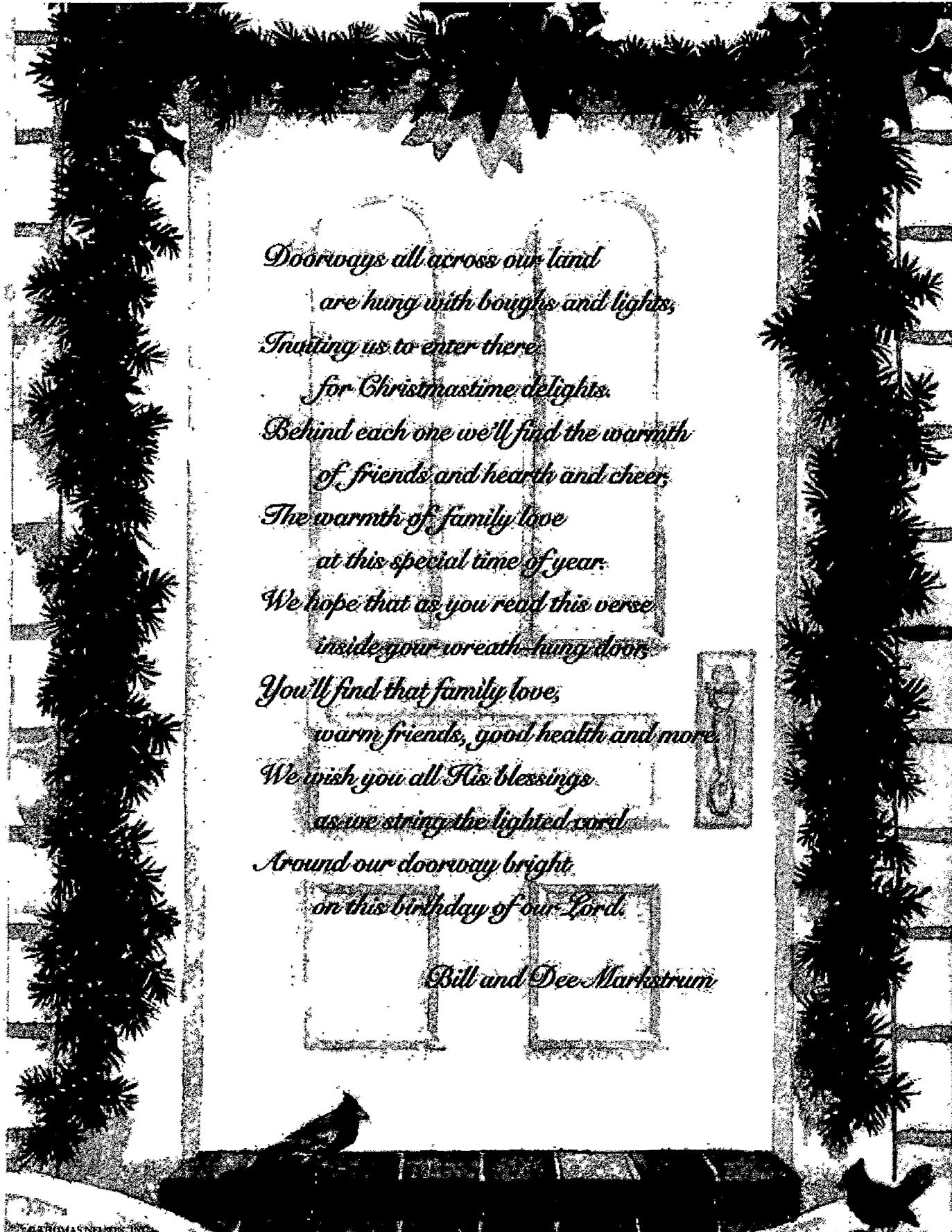
Payment of dues affords me voting privileges, and a subscription to news updates

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

The newsletter is a monthly publication of the North Central Wisconsin Lite Flyers and is free to all club members. Send any comments, questions, suggestions, or items you would like included in the newsletter to: Mark Blume 15203 Short Lane Marathon, WI 54448
 Or send e-mail to mblume@pcpros.net
 Items received by the 5th are considered for that month's publication.



*Doorways all across our land
are hung with boughs and lights,
Inviting us to enter there
for Christmastime delights.
Behind each one we'll find the warmth
of friends and hearth and cheer,
The warmth of family love
at this special time of year.
We hope that as you read this verse
inside your wreath-hung doors
You'll find that family love,
warm friends, good health and more.
We wish you all His blessings
as we string the lighted cord
Around our doorway bright
on this birthday of our Lord.*

Bill and Dee Markstrum