

EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

Editors Notes



According to the calendar, on March 20th the axis of the earth will tilt in our favor and spring will officially begin. We had a taste of that long awaited warmth and sun this past weekend for the chapter meeting at the Stevens Point airport. Thirty plus persons attended and nine of our chapter planes were on the ramp. Earlier that day I had seen all of the activity on the Wausau Airport from my sunroom vantage point. I particularly noted Rich Papa's plane taxiing by. With it's dark blue color and the orange and yellow accent stripes it looked like a Monarch butterfly just emerging from it's chrysalis. And when Rich taxied up to the fence in Stevens Point he had the wildest smile I have seen in a long time. Yes Rich, its been a long winter!

Before President Krueger could call the meeting to order someone discovered the chow table so very well stocked with barbecues and all the fixin's. The feeding frenzy was on and we were still on the dessert course when Steve finally got us down to the business at hand. You know what they say Steve, *Life is short, eat dessert first.* Many thanks to our Stevens Point members

for the delicious snack; Bill Reed, Jerry Seehafer, Erling Uttech and Joe Mapes. Joe couldn't make the meeting due to his mothers surgery. Our best wishes for her recovery, Joe.

President Steve reminded us that nominations would be accepted at our next meeting

**You know what they say,
Life is short, eat dessert
first**

for several posts in the chapter. Also, April was time to renew our chapter membership for 2001. I can't think of a better bargain for so much fun and camaraderie -- a dollar a month!

After the brief meeting we adjourned to the flight line for hanger talk and flying. Dan Marlenga was busy giving demo rides in his SeaRey. You could see the smiles when Rich von Loh and Jim Gresens deplaned after their rides. By the way, Jim and I got into a discussion on WW-1 aircraft and again I came away amazed at his knowledge of these aircraft. If you have a question about them, don't ask the Kaiser, ask Herr Gresens!

I spent a good deal of time looking over the clever landing-gear mods in place on Frank Garr's Quicksilver. An engineer/machinist friend

of Franks came up with some great ideas utilizing pneumatic diesel engine mounts as shock absorbers. The whole package is well thought out and fabricated and will be made available to others after testing. And who better to test it than big Frank. He is very pleased with his new feather bed landings. For more info call Frank 715-675-3759. What will you call it Frank, the *Select Comfort* landing system?

Several of us finally broke away from the sunny flight line to drive over to Erling Uttech's garage/shop in downtown Stevens Point to view progress on his Skyraider. All of the components are covered and have their primer coats. Erlings workmanship got an A+ from all of us *Building Inspectors* and we expect to see it on the gear by mid summer. We don't know what your final color scheme will be but the Pink Panther color of the primer was different, Erling!

So much for our mid-March activities at Steven Point. On the 3rd of March many of us attended the 8th annual Wisconsin Ultralight/Light Plane Safety Seminar at Cedar Creek just south of Wausau. To say that it was a very informative, very well-

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April 2001

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If you woke up this morning with more health than illness...you are more blessed than the one million who will not survive this week.



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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

**NCWLF Treasurer Report
March 2001**



Balance Fwd		\$ 464.32
Deposits		
2001 Calendars	\$ 75.00	
Dues	\$ 174.00	
Donations	\$ 3.00	
Hats	\$ 30.00	
Total		\$ 282.00
Disbursements		
Dan Marlenga (Tony's mothers funeral)	\$ 68.98	
WULAS - Safety Seminar	\$ 42.00	
Calendar Exp and January Meeting	\$ 60.00	
Total		\$ 154.75
Ending Balance		\$ 591.57

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.

Editors Notes

(Continued from page 1)

attended event would be an understatement. Total attendance was a record 296 persons! We did miss our usual dynamic MC, Frank Beagle who was grounded with a severe cold, but all the presentations went smoothly. Even in his absence Frank contributed another catchword to add to his *Hafta AFTA* (always fly the airplane). The new one is PETA, Preflight Everything That Aviates.

Included in the program was a presentation on stalls and spins and an in-depth review of airport etiquette especially addressing the interface of UL aircraft and general aviation. Of special interest to would-be pilots of light and general aviation aircraft was an update on the FAA's Sport Pilot category which we should see the first draft of in April. We're told to expect some pretty exciting stuff in this new proposal.

Part 103, of course, will not be affected by this nor are any changes expected in it if we keep our noses clean! Again, Harold Benisch saw to it that we ended the day by singing UL 75's Ultralight Anthem. Are we famous or what?

There were many door prizes supplied by the various vendors and Dan Marlenga reported the raffle ticket sales were brisk. As usual, member of UL 75 did very well when the raffle tickets were drawn. For instance, Russ Post really had his eye on the Warp Drive prop so he threw all of his tickets into that bucket (wishing well?) and sure enough he won it! Young Brian Krueger was all smiles when he walked away with the set of Zanklite skis. Pat Kenny won a strobe light and prop spinner, Dave Ristau a case of two-stroke Pennzoil and Greg Stevenson, ten percent off on the purchase of an Engine

Information System. We're already looking forward to next years seminar in Wisconsin Rapids on March 2nd.

On a recent mid-morning break from work in the shop I decided on a hot cup of tea as a pick-me-up. My choice was an Irish breakfast tea. As I waited for the brew I read the back of the packet and discovered the name of a really early EAAer, William Blake (1757-1827). His quote as follows: *No bird soars too high if he soars with his own wings.*

If you are building your own wings I'll close with this advice from an article in the May 2000 Experimenter which stressed the keep it simple approach to designing and building, quote, *Everything left off an airplane has infinite reliability.*

Happy Spring Flying
Bill Markstrum

Extending Battery Life

*3 of a 3 part series. Re-printed from The Aviation Consumer November 2000
Submitted by Ron Payzer*

Conclusions

Tracking the life of an aircraft battery is difficult at best. Without an in depth controlled study that pegs some kind of average battery life with dozens if not hundreds of examples, it's hard to know how long the typical battery might last. But field experience with pulse charging is too intriguing and positive to ignore, in our

view. Besides the obvious economic benefits of not having to buy annoyingly.

Addresses

Solartech

2728 Assiniboine Ave.
Winnipeg, Manitoba
Canada, R3J 0B1
204-885-4652
www.oil-tech.com/pulsetc8.htm

Innovative Energy Systems

9351 J. Philadelphia Road
P.O. Box 70060
Baltimore, MD 21227-6060
410-686-3120
www.innovativeenergy.com

Pulse Tech Products Corp.

1100 South Kimball Ave.
Southlake, TX 76092
800-580-7554
www.pulsetechproducts.com

Checklist

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Club Apparel



Don't forget to order your club apparel. Show your pride by wearing your very own hat, jacket or shirt with the NCWLF Logo. Satin jackets are available in sizes SM to 3XL. Black, Navy Blue, Royal Blue, Red. Embroidered logo and name. Around \$60. Polo Shirts about \$22. Order from Steve Krueger 715-536-8828.





Thank You

At our last meeting hosted by Gordy and Deb, I was called "front and center" three times and to my surprise I was presented with an award from EAA, through the chapter. Then a beautifully framed picture of a "flying" MiniMax from my friend Bill Markstrum (Windsock Willy). Then a belated Christmas present from the Chapter. Now each one of these items had to be thought of by someone, discussed and then carried thru. So, to all you individuals and to the chapter members in general, I "humbly say, Thank-You!" What a great bunch!

Ron Detert

e-mail-detertmax103@msn.com



Extending Battery Life

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Pluses

Although hard data is sparse, pulse chargers and maintainers do appear to reduce battery sulfation as claimed

For a small investment and a few minutes effort, they could dramatically extend battery life.

Minuses

No aviation-specific pulse

devices have been approved.

In some applications, on-board installations may be more trouble than they are worth.

Solargizer Battery Maintenance System

The circuitry in the Solargizer unit is designed to improve the condition of your battery in addition to providing a trickle charge. A battery loses charge in two different ways: 1) External drain—when the battery is supplying is supplying current, the lead anode grid is oxidized which immediately precipitates as lead sulfate. At the cathode, the lead dioxide is reduced which also precipitates as lead sulfate. Both conditions cause the lead plates to become choked of free flow of energy; 2) Internal discharge—during even short periods of non use, sulfation occurs on the battery plates. These sulfates are most damaging, as the normally spongy substances hardens and eventually crystallizes into a mass which totally impedes the ion flow to the plates, making recharging impossible. This sulfation is the number one cause of failure, and reason seven out of ten batteries are discarded as "dead" while most are still full of life but choked of free flow of energy.

The Solargizer is designed to prevent a damaging buildup or reverse a buildup by moving the sulfur molecules

away from the plates and back into the electrolyte solution as sulfuric acid. Even with the use of the Solargizer, external recharging can be required to replace the drain caused by the external discharge.

The Solargizer will not provide all the charge needed to maintain a battery when the power is being depleted by more than the external discharge. It is for continuous or temporary use and cannot overcharge or cause harm to the battery. The Solargizer does the following:

- Helps prevent Dead Batteries
- Improves charging efficiency
- Extends battery life up to 5 times
- Increases battery efficiency to 100%
- Prevents loss of power on stored vehicles
- Reduces recharge time
- Increases capacity so long power
- Protects the environment

While the unit is effective in temporary use situations, it is recommended for best re-

sults the unit be permanently attached to the battery. The Solargizer will immediately begin to clear the battery of power robbing deposits. Many batteries may spring back to life after just a day or two of conditioning. No battery can be harmed by extended use.

Pulse Tech Products Corp
Motor Products International Ltd.

5215 N. O'Connor BLVD.
Suite 1070
Irving, TX 75038

I have used one of these units for about a month. I have a lot of batteries for boats, lawn mowers and fuel pumps. I had three batteries, which would not take a charge. I put the Solargizer with the 110V adapter on each of the three batteries for at least a week or two at a time. All three batteries came back to take a charge. I haven't used the batteries so I don't know how well they will perform. I intend to put one unit of my SeaRey N511RP and the other on my pontoon boat that seems to eat up batteries. I hope this might help someone!!

Robert John Payzer

Sport Pilot and Light-Sport Aircraft

On Feb. 9th and 10th at the Airports Expo in Indianapolis, Arty and I had the privilege to be part of a private briefing by the FAA to the USUA staff on the current state of the Sport pilot program. It must be noted that because of Ex Parte laws they could not address specific details, i.e. what is the min. number of training hours to receive the Sport pilot rating etc. and other like questions, but did speak very openly about the general direction the project was heading. On several points those present voiced objection to what we were told, and their response was that the community needed to express those objections in writing during the comment period.

Airman Certification

Mr. Mike Henry of FAA made the presentation on Airman certification issues. The FAA expects that in the first two years of Sport pilot there will be 1,000 new Sport pilot instructors, 15,000 new Sport pilots, and from 15,000 to 20,000 new vehicles to be N-numbered. He stated that while the Dept. of Transportation had not approved the Sport pilot program, the most important aspect of it, the D.L. medical, had been discussed with them and it appears at this time that the DOT does not have objection to using it as

the medical standard for Sport pilot. From the time that Sport pilot becomes rule, registered ultralight pilots would have a 24

month window of opportunity during which the FAA will accept their documented hours of instruction as meeting the required training hours of the sport pilot certificate. However their solo hours of experience as a ultralight pilot prior to becoming a Sport pilot will not be carried over or count toward a higher rating. In addition to meeting the time requirements, the applicant will have to take a aeronautical knowledge test administered by a approved FAA testing center, and pass a flight test administered by a FAA Designated Pilot Examiner (DPE).

The Sport pilot rating will allow the holder to fly fixed wing, glider, lighter-than-air, powered parawing, and weight shift vehicles. Rotorcraft will be excluded from being operated under the Sport pilot certificate.

The stated reason was because of the higher number of moving parts and complexity. A pilot must be 16 years old to solo and hold a student Sport pilot rating. A pilot must be 17 years old to hold the Sport pilot rating and 18 years old to hold a Sport pilot instructor rating. Mr. Henry offered that it may require 200 hours of flight experience to qualify for the SPI rating.

Registered ultralight instructors would have a 36 month window of opportunity to have their hours of instruction and hours of logged flight experience count toward the SPI rating. SPI's

may be designated by the FAA to administer the SP written and flight test. The FAA has asked all three Ultralight training exemption holders to submit ideas on how to endorse individuals as Designated Pilot Examiners (DPE), Designated Airworthiness Representatives (DAR), and mechanics with a Inspection Authority (SP-IA).

The FAA will issue only two Sport pilot ratings, Sport pilot-Land and Sport pilot - Sea. All other privileges will be by instructors log book endorsement. Sport pilots will be limited to flying Light-Sport Aircraft

(see below) by daylight VFR only. They may fly into class B, C, and D airspace with training and a instructor's logbook endorsement.

Aircraft Certification

The aircraft certification portion of the briefings were presented by Mike Kiesov and Scott Sedgewick of the Kansas City, MO. Aircraft certification and maintenance Division. Aircraft flown by Sport pilots

are to be known as "Light-Sport Aircraft." Light-Sport Aircraft will be defined as being two occupants or less, up to 1232# max. take-off weight, have a 39 kt stall speed, a 115 kt Vne speed, single engine, fixed gear, daylight VFR only, etc. The target aircraft groups are those that exceed the weight or occupant limits of part

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Get NCWLF Newsletters On-Line

Hey - Want to see the newsletter in color? See it the way it is meant to be seen? Sign up for e-mail delivery of the chapter newsletter and all this can be yours. Send me (tvoss@pcpros.net) your e-mail address and let me know you want edelivery. You will be the first to be notified when the newsletter is hot off the matrix. You can even print your very own copy. Remember - past newsletters are available day or night at <http://www.pcpros.net/~tvoss/>



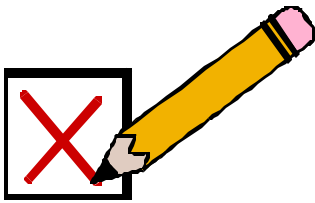
Congratulations Ron

Congratulations to Ron Purvis who just successfully completed his BFI ! Ron will be training in a two place Challenger in Western Wisconsin. Contact Ron at (715) 665-2431 for that introductory flight



That First Flight

On Sunday, March 11 history was made, when Lue Landucci of Tomahawk flew his newly completed Kitfox 912s. Maybe we'll get a report and good look at this great little cream puff at our next meeting. Congratulations Lue!



Nominations For Officers

Nominations for officers will be held at our April meeting. This year we will be electing a new Vice President and Secretary. However, all positions must be covered in the nomination process. The VP will be vacant because Mike Leamy is moving to Pulaski, WI. We are also making a separate position of Secretary. A special thank you to Michael Leamy as former VP for last years term and Steve Norris for his devoted time in his dual position as secretary/treasurer for six years. Now is your opportunity to contribute to the direction of EAA Chapter 75.

Sport Pilot and Light-Sport Aircraft

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103, new aircraft sold as ready to fly for personal flight, as well as training and rental use, aircraft assembled from kits that do not meet the 51 % Amateur-built rule, and aircraft ineligible for Primary category certification.

Existing One or Two Place Vehicles That Exceed Part 103 Limits

All existing aircraft which exceeds part 103 will be eligible to be N-numbered and receive an airworthiness certificate as "Experimental Light-Sport Aircraft." There will be a 24 month window of opportunity to make application to the FAA to have your aircraft receive an airworthiness certificate as an Exp. light-sport aircraft. If you make application on the last day of the window you may operate your aircraft as an Exp. light-sport aircraft until such time as the FAA processes your application and a DAR inspects your plane. The DAR will assign a designated number of hours and area that you must fly the plane solo till the restrictions are lifted. On existing planes, the DAR may waive this requirement if evidence exist that the plane has been safely flown for a number of hours prior to the new rule. Operating restrictions will be similar to part 103.

Existing Trainers

Two place aircraft that are registered with one of the training exemption holders,

and used for training will be allowed a 36 month window of opportunity to make application to the FAA to become Exp. light-sport

aircraft. Two place aircraft registered with one of the exemption holders up to 36 months AFTER Sport pilot becomes rule will be allowed to be used for training for hire for the life of that airplane.

Aircraft Manufactured After Sport Pilot Becomes Rule

All new aircraft that fit this category manufactured after the Sport pilot becomes rule will be issued a Special Airworthiness Certificate. All kit built aircraft will receive a "Kit-built Light-Sport Aircraft"

airworthiness certificate and a factory built plane will receive a "Special Light-Sport Aircraft" airworthiness certificate. To qualify for these certificates the aircraft must meet "industry standards" for

aircraft design (airworthiness), Manufacture (quality assurance), and production. These "industry standards will be developed by the industry without direct FAA oversight. The FAA will not approve these standards. Each kit and completed aircraft that leaves the factory will have a manufacturer's "statement of compliance" to those standards with it. To sell a Light-Sport kit, the manufacturer must hold a Special airworthiness certificate issued from the FAA for that make and model aircraft. In

other words he must have a flying prototype before he can sell kits. The manufacturer must provide with each aircraft/kit a "statement of compliance" that it meets the industry standard. All aircraft sold as completed must be in a condition for safe flight. The manufacturer must provide with each aircraft/kit a pilot operating handbook, manufacturer's maintenance schedule, and manufacturer's "statement of compliance." For aircraft sold completed, the manufacturer is responsible for the continued airworthiness support (must provide newsletters / AD type notices on problems). ALL aircraft sold as completed aircraft must undergo an inspection every 100 hours by a qualified A&P mechanic. A manufacturer may sell kit aircraft with up to 99% of the work completed. The purchaser would then do the remaining 1% of the work (bolt the wings on?) and apply for a "Kit-Built Light Sport Aircraft" airworthiness certificate. The manufacturer would then not be the certificate holder and the "builder" would hold a repairman's certificate and would be responsible to maintain the aircraft per the manufacturers instructions (parts replacement schedule, etc.) and perform the annual condition report. FAA expects ASC/EAA/USUA to develop training programs that would allow a person to purchase a used flying airplane, attend a repairmans class,

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Sport Pilot and Light-Sport Aircraft

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then receive a repairman's certificate for that airplane.

Trainers And Rental Planes

ALL trainers not grandfathered in within the 36 months window of opportunity, and ALL rental aircraft would be required to be 100% factory built. They would re-

quire an inspection every 100 hours performed by a qualified A&P mechanic. NPRM The U.S. Ultralight Association has committed to putting the text of the NPRM on their website (www.usua.com) as soon as it is published. Mr. Henry stated that the FAA now expects the NPRM to be pub-

lished sometime in April with a 60 day comment period. They must consider and reply to each written comment submitted. He stated that they hoped to do that within a 6 month time frame so that the rule could be final by the end of this year.

Cognitive Dissonance

Definition: Cognitive Dissonance ...the mental conflict that occurs when beliefs or assumptions are contradicted by new information. The unease or tension that the conflict arouses in a person is relieved by one of several defensive maneuvers: the person rejects, explains away, or avoids the new information, persuades himself that no conflict really exists, reconciles the differences, or resorts to any other defensive means of preserving stability or order in his conception of the world and of himself. The concept, first introduced in the 1950s, has become a major point of discussion and research. What does this have to do with a flying? Ask yourself the following questions.

I notice the weather conditions or wind speeds are making me feel uncomfortable. All my friends are flying and seem to be OK. Do I fly?

I haven't been feeling well lately but I know a flight will probably make me feel better. Do I fly?

I just had a disagreement

with my significant other. I know I am right. I am still angry and I want to go do something. I think I am going flying. Do I fly?

I was interrupted on preflight. I started over and finished but I feel like I may have missed something. It is probably just me. Do I fly?

Get the picture? Whenever you are involved in a potentially high-risk endeavor and something makes you feel uncomfortable how do you react? Do you listen to that little voice in your head? What action or actions do you take? If you listen to that little voice in your head and talk yourself out of the situation that made you feel uncomfortable, you have just displayed cognitive dissonance. Cognitive dissonance can kill.

A common dominator in the above situations is that something makes you feel uncomfortable. Do not just listen to that little voice but take action. Say out loud "I don't feel comfortable about this." Tell your fellow pilots, explain to them that you don't feel comfortable about

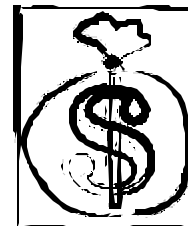
something even if you do not know any particular reason. Step back and take another look. Carefully review the situation. Are you subconsciously picking up on something? Did you miss something on your preflight? Repeat the preflight again with a fellow pilot. Two sets of eyes are better than one. Are the current conditions beyond what you would call fun? I fly for fun, if you aren't going to have fun flying today, don't fly. Is a recent or current illness, disagreement with a spouse, or problems at work going to preoccupy your mind during a preflight and flying, maybe you should not fly? Fellow pilots, students and instructors, encourage each other to speak the words out loud, "I don't feel comfortable about this" whenever the little voice in your head makes you feel uncomfortable about your flying or your fellow pilots flying. Listen for that saying and be sure you react by sending up the red flag. Instructors will all agree that if a student is not

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Dues, Dues, Dues

All club memberships expire on April 30. Annual dues are \$12.00 for a membership through April 2002. Check your mailing labels this month. If it shows 4/30/01, your membership has expired! You can renew at our next meeting or mail a check to

NCWLF
PO BOX 12
Schofield, WI 54476



Next NCWLF Meeting

Saturday April 21 1:30 at Dean Turners in Tomahawk. See enclosed flyer for details.

See you there!



Bob Wylie

Bob Wylie is now on the web at: rwylie@dwave.net. Some of you may not know that Bob is a first rate aviation historian and I am sure he would welcome any email relative to aviation, especially Wisconsin aviation.

Bob has a Piper J4 which he puts on floats almost every summer. He did fly up to Musky Day Fly-In a few years back and it was quite an honor to have a plane like that here at the fly-in. A few years back when I broke my ankle I tried to sneak into the hospital and didn't want to bother anyone. Well who should show up at my hospital bed one morning but Bob and Fran Susor. It appears they found in the newspaper under ambulance runs, that I was taken to Wausau Hospital and there they were!! That's the kind of guy Bob is.

Payzer

Cognitive Dissonance

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comfortable with something they want to know. Step back and review. If further information gathered by discussion with those present makes you feel safer, great. Isn't it better to proceed with a flight without any nagging doubts? If still uncomfortable about something make the safe

choice. Don't fly. Those who choose not to fly today may fly again tomorrow. Let us all actively participate in making our flying safer.

Best of lift,
John Glynn

John is an active member in the WI. Ultralight and Light

Aviation Advisory Council and an avid Flight instructor in the Tomah WI. area flying a Trike. Unfortunately we don't see much of John up in our north woods area, but look for his Trike at Pioneer Day and Statewide fly ins. Thank You John for this great article.

Steve Krueger

NCWLF Calendar of Events

April 4-7, 2001 Bensen Days

Wauchula, FL Contact Richard Oxnam 219 N. River Road Alva, FL 33920 941-728-3774 rotornut007@yahoo.com

April 8-14, 2001 Sun-N-Fun

Lakeland, FL Linder Airport Susan Highley 863-644-2431 www.sun-n-fun.org

April 21, 2001 Chapter 75 Meeting

Tomahawk, WI Dean Turner 715-453-4197. Meeting at 1:30. Main dish and beverage provided. Bring a dish to pass.

April 22, 2001 New Richmond Fly-In Breakfast

New Richmond Municipal Airport, 7:30 am to noon.

May 19, 2001 Chapter 75 Meeting

Spencer, WI John Verfuert's

May 25-28, 2001 Midwest Regional Fly-in

Mentone, IN Joe Mahr Greater Midwest Rotorcraft Club 630-325-0505 <http://pra18.8m.com>

June 16, 2001 EAA Pioneer Day & Chapter 75 Meeting

Oshkosh, WI June 17 rain date

June 22-24, 2001 Stevens Point Fly-in

Stevens Point, WI Airport Scott & Sarah Mcqueen 715-344-7356 <http://webpages.charter.net/jenny/ste/index.html>

July 13-15, 2001 Gumps 2001

Poppy's Flying Acres, Northport, WI Carl Eichenauer 920-731-5037

July 18-22, 2001 PRA Annual Convention

Mentone, IN Pam or Erica at HQ 219-353-7227 prahq@aol.com

July 21, 2001 Chapter 75 Meeting

Location to be determined

July 21, 2001 Brennand Old Time Airport Days

79C Breezewood Lane, Neenah, WI Ted Vander Wielen 920-836-3081

July 21-22, 2001 Jakel Barnstormer Fly-In

Abbotsford, WI Contact Jack LaSee (715)223-4540

July 25-31, 2001 EAA Airventure 2001

Oshkosh, WI (920) 426-4800 www.airventure.org

August 5, 2001 Merrill Airport Day

Merrill, WI

August 12, 2001 Musky Day Fly In

Boulder Junction, WI With Darko's World Famous BBQ Chicken. Contact Bob Payzer (715)

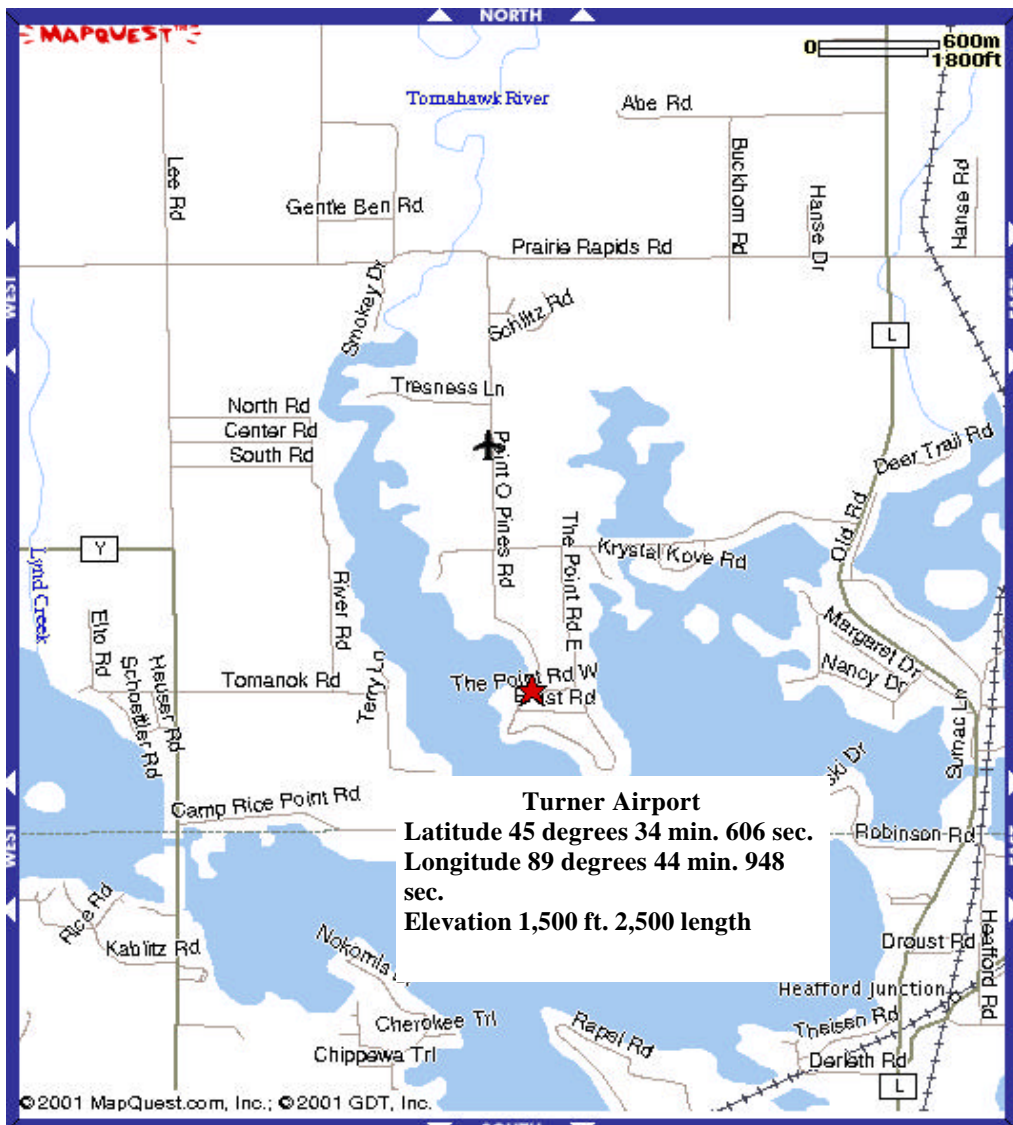
NCWLF Calendar of Events

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385-2979.

- August 17-19, 2001 Wautoma State Fly In & Chapter 75 Meeting**
Wautoma, WI Lake Of The Woods Campground with Chapter 75 Meeting on the 18.
- September 15-16, 2001 6th Annual Blume-Voss Fall Fly / Camp-Out**
Little Chicago, WI Joint Chapter 75 and EAA Chapter 243 Meeting
- October 20, 2001 Dick Lees Polish Luau & Chapter 75 Meeting**
Tomahawk, WI
- November 10, 2001 Chapter 75 Meeting**
Location to be determined
- December 8, 2001 Chapter 75 Meeting with EAA 640 & 243**
Merrill, WI Merrill Airport

Calendar of Events is updated monthly.

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



Next NCWLF Meeting April 21, 2001 Dean Turners Tomahawk

51 North to Hwy 8 W. 3 miles, turn right, on CO. L North. 3 miles, turn left, on Point 'O Pines. 1 mile, turn right again following Point 'O Pines. Left, 1/2 mile, Tresness Lane. Turn left into runway. Weather not permitting, meeting at the house. For that follow the signs for "Three T's Resort" on Point 'O Pines, to Point Rd.E. Phone with questions 453-4197

Dean's comments:

Stay high, 1000 ft., over Lake Nokomis. Left-hand pattern, runway 34, Right-hand pattern for runway 16. Come early & stay late for SeaRey rides. Anyone who wants to practice torpedo runs or bomb drops can do so after the meeting

PO Box 12
Schofield, WI 54476

NEWMARKET
ILGS

City



WE'RE ON THE WEB
<http://www.pcpros.net/~tvoss>
