



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476



Editors Notes

by Bill Markstrum

As I sat down to write this months notes, the FOX News was on TV. When I made a move to switch it off, the on-site coverage zeroed in on the airport in Salina, Kansas and the in-flight pictures of Steve Fossett's round the world, non-stop flight coming back home. There was no turning that program off. Steve had departed that same runway on Monday and now, after sixty plus hours of circling our "big blue marble" solo, he was back, having set a new world record.

Not only Steve but also Burt Rutan had done it again. A super light, composite aircraft, typical of Burt's genius, it had departed that thirteen thousand foot runway with eighteen thousand pounds of jet fuel on board. You will now have seen the details of the flight in newspapers and on TV. It was another significant aviation milestone.

You may be asking how I knew the Salina runway was that long. I landed there once in a 150 Cessna. Talk about overkill! That strip was built during the war to train B-29 pilots. Compared to flying over Wisconsin's forests, lakes and bogs, Kansas was a real "comfort zone". While you can land almost

anywhere in an emergency, your dead reckoning navigation had to be sharp since significant check points were in short supply. Whenever I fly over our Wisconsin north country, I hear Dorothy saying, "I don't think we're in Kansas anymore, Toto!"

Our February chapter

Further information regarding the earth circling Global Flyer indicates that there may have been a fuel leak that could have put the completion of the flight in jeopardy. Would it be correct to say the mission was completed despite a leaky Fossett?

meeting was held in the lounge area of Antigo' airports terminal building with our own J. J. Smith hosting the event. It was one of the best meetings in my memory. The day was sunny and clear and all of our fly-in aircraft made a nice backdrop outside the large windows. Besides the pleasant surroundings and great donuts furnished by JJ, the discussions during the meeting were especially meaningful. J.J. alerted us to a movement afoot to make changes to FAR-103. These included raising the weight above the current 254-pound limit and to increase the on-board fuel capacity. The Sport Pilot category was also

discussed. Hopefully, we will get more information at the Safety Seminar at Wisconsin Rapids. I hope to see you there.

The Sport Pilot ground school course had it's first two sessions this week at the Wausau Downtown Airport. After John Chmiel's introductory remarks at our

first lesson, I told the class that if anyone couldn't meet all the criteria to become a sport pilot, come and join our active ultralight chapter. John followed my invitation with comments of his own regarding our chapter, what a fun and disciplined group of flyers we were. Thank you John, that's high praise indeed, coming from the airport "boss". Incidentally, there is still time and room if you want to join this ground school group. Up to now it's been pretty basic stuff and the workbooks are excellent. We'll help you catch up.

On Sunday evening, February 27th I got one of those phone calls you never want to get. One of our neighbors, when we lived in New Jersey, called to report that she had just seen the

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Greatest Lies in Aviation

#26 We fly every day
— we don't need
recurrent training.

04/05 NCWLF OFFICERS

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NCWLF Treasurer Report February 2005

Balance Fwd—corrected	\$ 382.65		
Checking Deposits		Disbursements	
Dues	15.00	WULAC	100.00
		Postage	19.89
Total Deposits	<u>\$ 15.00</u>	Total Disbursements	<u>\$ 119.98</u>
		Checking Balance	<u>\$ 277.67</u>
		Savings Balance	<u>\$ 504.22</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

(Continued from page 1)
evening news on TV. It seems that there had been a plane crash at the Greenwood Lake airport in New Jersey and that my good friend and flight instructor, Hal, had been killed in the crash along with a gentleman he was giving a check ride to. Apparently the Cessna 182 lost an engine on takeoff and they crashed off the end of the runway. The Greenwood Lake airport is small and unforgiving and those of us who based there and flew from it had a great pride in being able to do so safely. I'm sure that Hal did everything he could to avoid that tragic outcome, drawing

from his lifetime of flying experience, Alaskan bush pilot, airline and charter pilot, instructor in Lear and Gulfstream aircraft, etc. His logbook totaled 26,000 hours in every kind of aircraft from homebuilts to military fighters. I'm grateful for his friendship and the flight experiences he gave me, not only in my old C-172 but also in many other aircraft. On a much lighter note, I understand that Steve Krueger, Dan Marlenga and Russ Post flew down to Wautoma for a ski plane fly-in. Steve reported that they bucked thirty knot winds flying south but made record time returning home. Russ,

in his open cockpit, wore his warm snowmobile suit, I'm sure. But those two "smarty pants", Dan and Steve, wanted to show those "southern boys" what rugged northerners they were and wore shorts! As I recall, that great Chinese Philosopher had some advice for such pilots.

Confucius say:

Pilot who fly in winter freeze

With pants that stop above the knees

Is soon to say, I do avow,
This sad acclaim, "How now, brown cow!"

For warm skies and safe landings,
Bill Markstrum

Next NCWLF Meeting March 19

Our next meeting is a surprise farewell for Dick and Gerry Lee. As many of you know, Dick and Gerry have hosted our October Polish luau fly-in for many years now. Due to health reasons and family obligations Dick and Gerry have sold their home on Nokomis and are moving to Illinois. Scott and Barb Gerrick bought the airstrip and are having the surprise going away party. The Meeting is at **2:00 PM on Saturday, March 19th** at the Gerrick residence (one house before Dick and Gerry's). Following the meeting is the party 3:00 - 7:00PM for Dick and Gerry. Driving directions: From Wausau Hwy. 51 north to Hwy. 8 west. Hwy 8 west to Hwy. L. north. Hwy L north to Prairie Rapids. Prairie Rapids west to 2397 Smokey Dr.

Next NCWLF Meeting March 19

2397 Smokey Dr
Tomahawk, Wi



Next NCWLF Meeting March 19 cont...

Scott and Barb ask our chapter to have fun and bring no food. They are providing the food and refreshments. Mark your calendars for this special farewell to Dick and Gerry. Hope to see everyone there. Call Steve Krueger (715) 536-8828 with questions.

New NCWLF Yahoo Group

Hello everyone, my name is Mike Ford. I'm a member of EAA UL Chapter 75. Just created a 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. This is the first group I've moderated, so please bear with me. Stop in and say Hi.

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

February Meeting Minutes

Chapter 75 Feb. meeting was hosted by JJ Smith at the Antigo airport. Sixteen members were present with five airplanes flying in. After introductions the treasurers report was given and accepted as read. Old business: Anyone who hasn't picked up the calendar they ordered, contact Steve Norris. New business: The Safety Seminar being held on Saturday March 5th was discussed and a \$100.00 donation from the club was approved by the body for the seminar. J.J. Smith gave an update on the maintenance he is doing on his Hawk ultralight. He showed and

told of a seemingly minor defect in the Lord Mount system used on his plane that was the cause of substantial damage to the airframe. Bill Markstrum told of a Sport Pilot ground school that is going to be held at the Wausau airport starting on Feb. 28th. It will be held on Monday and Thursday evenings from 6:15 until 9:30. Cost is \$200 or \$225 depending on when you sign up. Bill also told a story about a Corsair crash near the site of the State Park Speedway in November 1944. Bill has an actual piece of the wreckage that he mounted on a polished piece

of walnut with an info plate. He showed this beautiful piece of handiwork to those present and said he was going to present it to John Chmiel at the Wausau FBO. JJ Smith shared that there is a petition submitted to the FAA to raise the weight on Ultralight aircraft from 254 lbs. to 330 lbs. The comment period was set to expire on Feb. 3rd but it has been extended, don't know for how long.

Bill Markstrum ended the meeting with a little humor. Punch line..."I never said he WANTED to get married".

Jim Shnowske

The Shores of Robertjohn

It was another beautiful day in Boulder Junction. Last week Steve Krueger wanted to fly north for the day but the weather was bad. So today with great weather Steve flew his MiniMax up to "The Shores of Robertjohn".



The landing was perfectly smooth and we had about 6 inches of powder snow over 30 inches of ice. The little skis really worked well. So Steve had a pizza and then was on his way. Steve was off in just a few feet and had the whole lake ahead of him. On the way back he circled Cal's house and stopped at Dick Lees to add fuel.

Just a great day to fly.

PAYZER



NCWLF 2005 Calendar of Events



March 19, 2005 Chapter 75 Meeting

Lake Nokomis, Wi Scott and Barb Gerrick Residence.

April 12 -18, 2005 Sun N Fun

Lakeland Florida

April 16, 2005 Chapter 75 Meeting

Location to be determined

May 21, 2005 Chapter 75 Meeting

Spencer, Wi John Verfuert's

June 18, 2005 Ultralight Day

Oshkosh, Wi Pioneer Airport

June 18, 2005 Chapter 75 Meeting

Location to be determined

July 16, 2005 Chapter 75 Meeting

Location to be determined

July 25-31, 2005 AirVenture

Oshkosh, Wi Wittman Field

August 19 - 21, 2005 WI State UL Fly In

Wautoma, Wi Lake of the Woods

August 20, 2005 Chapter 75 Meeting

Wautoma, WI State UL Fly In

September 2-5, 2005 UL and PPC Fly-In

Phillips, WI Price County Airport. Mogas Available. Jim Heizler 715-339-4007

September 17, 2005 Chapter 75 Meeting

Location to be determined

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

Sport Pilot Medical

New alternatives to give hope to pilots previously denied medical certificates. EAA working to ensure maximum access to SP/LSA,

A recurring question regarding the newly released sport-pilot/light-sport aircraft regulations pertains to the relaxed medical standards and, specifically, whether they apply to pilots whom the FAA previously has denied a medical certificate for a private pilot's license.

The regulations are clear in the stipulation that, although a valid driver's license will provide sufficient evidence of medical eligibility, FAA is obligated to require a reassessment of the medical eligibility of anyone. The most frequently asked questions regarding the new sport pilot/light-sport aircraft final rule revolve around the medical certification issue. Anticipating confusion on this subject, FAA developed an extensive list of FAQs. If these FAQs still do not answer your questions, contact EAA's Aviation Information Services office, 888/EAA-INFO, or bring your questions to EAA AirVenture Oshkosh next week where you can speak to FAA personnel who will be on hand at EAA's Sport Pilot Center in the EAA Member Village.

h t t p : / /
www.sportpilot.org/faq/sport_pilot_medical.html



Buy | Trade | Sell

- ✦ 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 \$3,500.00. Pat Kenny, 715-479-5036
- ✦ 2002 Quicksilver Sport 2S, 582 Blue Head, C-Box, 3 Blade Powerfin Prop, Nose Bubble, Wing tip strobes, Tail Brace kit, EGT, Water Temp, Tach, and Hobbs Meter. 225 Total Time always hangared, and flown regularly. \$13,500.00
- Lyle Banser 715-536-2401
- ✦ 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 with new cables, push pull tube, fuel lines, wiring, and 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
- ✦ 503 Rotax Provision 8 dual carbs, single CDI, new oil injection and recoil, needle bearings, aprox. 6 hrs on engine, has throttle and oil pump cables on it, new Y exhaust pipe. \$1,000 obo Pat Kenny 715 479-5036
- ✦ Acro Sport biplane, needs engine and some instruments. Hangared at the Wausau Airport. \$8,500 Bill 842-7573.
- ✦ StarLite Tail Dragger Selling due to 2 place upgrade Single seat rocket N112SL 120mph cruise 45mph stall Built 1986 featured in Sport Aviation Mag of that year. Rotax 447 dual carb, appx. 30 hours, aux. power outlet, electric fuel pump, inline pulse pump Condition inspection complete 9/9/03 \$8500 Firm Call or E-Mail for more info and pics. Steve Magdic 262-8 2 0 - 9 9 3 8 steve.magdic@lpsg.com
- ✦ Looking for a long ratio C or E box for Rotax 503 DCDI 2.88 or 3:1 Richard Penney 715 235-2190
- ✦ Wanted: Used handheld or base aircraft radio. What I would really like is the older handheld STS radio, but it wouldn't have to be. Jeremy Viegut 715-613-6548 after 3:30 pm sir_jeremy@yahoo.com
- ✦ 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 573-3 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

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

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