



# EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

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## Editors Notes by Rich Prange

Pan Am flight 101, a Boeing 707 Clipper Defiance, N704PA, delivered unto our American shores a band called The Beatles. Yup, 1964, fifty years back, Paul, Ringo, etc. came to entertain the USA. "She Loves You Yeah, Yeah, Yeah".

Call me a maverick; I am not a Beatles fan, never was. Nor, am I a musicologist; let me build my case. Would we invite the Beatles to a chapter meeting? My researchers tell me that not one of these British musicians has ever indicated the slightest interest in aviation. Further, there are no references to flying in their music. There is however a Beatles album with a song entitled "Flying", an instrumental, no lyrics. A second song titled "Blackbird" makes no connection to Lockheed's SR-71.

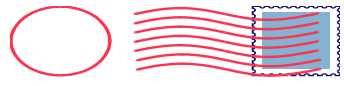
A 1988 tune, "Don't Let Me Down", could be interpreted as a pilot's desperate lament about a low fuel supply. Beetles (Scarabaeus) fly, Beatles don't. "Lucy In The Sky With Diamonds" is probably in violation of 14 CFR Part 121. And finally, fifty years after crossing the "big pond" and they still have

not mastered standard English. Hey, just kidding.

Speaking of aluminum, there is a very easy to read and comprehensive article on this very versatile metal in "Sport Aviation", Vol. 63 No. 2, February, 2014. Where would aircraft builders be without #13 on the periodic table of elements? The article suggests that other materials might have been developed sooner in the absence of aluminum. Can you imagine a Kevlar Mustang or a carbon fiber B-17? But we do have aluminum and lots of it.

Confusion arises in view of the wide variety of alloys and appropriate applications. Razor this article from the magazine and put it on your work bench. The same info is found in "Aircraft Spruce" catalogues, courtesy of Jim Erwin.

Short Takeoff and Landing, STOL aircraft have fascinated me since I saw my first in 1968 at Boeing Field in the form of a Helio Courier. As an employee at the "Big B" in Seattle, I was supposed to be working on 737 fuselage assembly tooling. Watching the Helio Courier drop out of the sky was t a lot more



interesting, including my supervisor. Da Boss, and soon to be chief enabler, said, "Rich, let's go take a look." AWOL at runway 36R we were as close as we could get. What an amazing aircraft, very steep descent, soft touch down, no tire chirp, and a 20-30 ft. rollout. The pilot would stand on the brakes, rev the engine for a similar takeoff. There was no secret to the high lift wing-- slats, slots, Krueger flaps, and oversized main flaps. Ten T & Gs later, Da Boss and I had to get back on the payroll. He logged the excursion as research.

So what? Again referencing our EAA Magazine, same issue, check out the push - pull engine configuration of this STOL airplane. It ain't purdy but the flying capabilities has to be very exciting. Honey, I need to build another airplane! I'll get it right this time.

Something of an anniversary, in March, 1836, Fort Alamo fell to the Mexican troops, all aircraft were a total loss. Keep your needle in the green.

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## Chapter 75 2014 Calendars

The 2014 Calendars are here with a few extras still available, cost for the 2014 calendars are \$11.00, pick yours up at the Safety Seminar.





## February 2014 NCWLF Meeting Minutes

Vice President Dan Marlenga called the February meeting to order at the Antigo Airport. Lyle Banser was the only one who flew to the meeting. Introductions were made by the 35 people in attendance. Larry Wenning gave the secretary and treasure reports, which were accepted. He stated that the membership renewal check has been sent to EAA.

The Safety Seminar will be held March 15 from 8:00 a.m. to 4:00 p.m. at the EAA Museum in Oshkosh. There will be numerous speakers, raffles, and door prizes. Carl Greene made a motion to donate \$200 towards the seminar, seconded by Taylor Kaiser. The motion passed.

Project reports: Dick Neitzel is almost ready to cover his Rans 6, and has ordered the firewall forward. Jim Kleman reported on the replacement of the fuel tank on his RV 12. Larry Wenning reported on the Rotax

gear box repair on his Kitfox. He had a 42mm socket for the project, which, after a motion by Jim Kleman and second by John Szigat, the Chapter paid \$50 for the socket to put in the chapter tool box.

John Szigat reported on cold weather flying. He reminded pilots to adjust the 2 stroke carburetors for the temperature change.

Larry Gordon reported that he attended the Ski Plane Fly In at Oshkosh on February 8. There were 26 airplanes that flew in, none from Chapter 75. Larry would like to put skis on his Rans 6. A discussion about skis followed.

Dan reminded everyone about Pioneer Day at Oshkosh on Father's Day weekend. The September meeting/fall fly in will be at Little O'Hare. Jim Kleman would like the meeting at his airstrip to be held in warmer weather, rather than

October. It will be discussed.

John Szigat reported on his trip to Challenger's 30th Anniversary in Erie, IL in September. There were 49 planes that flew to it, including 5 from Canada.

Joe Grassl suggested more stories and pictures be posted in the newsletter/website. He is working on trying another prop, hoping to be flying when the weather warms up.

Don Mahn is finishing up his Corvaire Pietenpol and hopes to have it flying by the end of summer.

There area still a few calendars left for sale.

\$100 door prize – names drawn were Darell Kuhn, John Gouger, and the winner...Dick Neitzel. Remember, you must be present to win.

Next month is the Safety Seminar, so the next meeting will be April 19 at Stevens Point.

Paul Buss

## New UL 41 President

Just read your latest newsletter and thought I'd introduce myself. My name is Peter Carlson and I'm the new president of UL Chapter 41 at Brennand Airport in Neenah. We

have a new airport owner and lots of good stuff coming down the pike. Newly resurfaced and widened runway, PAPI approach light system, new grass runway and big, new owner's hangar

with pilot's lounge.

Peter Carlson  
pjcarl@athenet.net  
920-235-6298.

## Hawks Nest Northern Exposure Correspondent

Well, this winter is really getting to me, and All of us, I am sure. Even planning to do things is getting to be a chore, unless you have a shovel or a roof rake! Wings would be nice to install on the rake, to just "fly up on the roof", and slide down, to do it over again, and a again, and a again. Ben Gay has been a household word around here. Speaking of wings, we had a nice serving of them just the other day. Where it was warm. I have a couple in the hanger too, but those look cold too. I hate cold wings. Projects for this winter have been very much put on hold. So has winter, on hold.

Fuel tanks, a few more instruments, just sitting there, not even begging me to install right now. Ice fishing went south too, snow and cold stayed here. We are in arrears for school days, gonna have school till summer the way it looks. The seminar looks real inviting, just to get back in the mood for aviation, with a snowmobile suit along. Two years ago it was almost +70 degrees when we drove home, from the seminar. Our icicles are tired of hanging around. I know, one spoke to me the other day, as I was beating his cousin to death with a hammer, on a 8 foot ladder,

second rung from the top, closest to any altitude I got this winter, so far. Might have to venture into high altitude later. More ice? Well, hope all got bored by this rambling on, but better than looking out the window I figure. Oh, been practicing on the rudder pedals too, or was that the snow blower, plow jeep, can't remember. The winter from hell, I figure, how long does a snowball last now? Till spring. A little brimstone and fire looks pretty welcoming about now. Forgot next sentence, Oh well. The Hawk correspondent up in a snow bank.

Pat Kenny

## Next NCWLF Meeting

No meeting for March. Hope to see you at the safety Seminar at the EAA AirVenture Museum March 15. See enclosed flyer.

The April 19 Meeting is at the Steven Point Airport.

## Buy Trade Sell

- ✈ 2005 Allegro 2000 with a Rotax 100 hp 912ULS Jim Jaggard 715-630-4059 or 715-592-6402
- ✈ To Give Away, Aviation Magazine Collection. Sport Aviation, Flying, Private Pilot and the like, dating back as far as the 70's. All bundled together in very good condition. Lee Wagner 715-536-0063 home 715-966-5221 cell
- ✈ 1990 Kolb Firestar 503 Rotax \$4,500 David Breger 920-410-4671
- ✈ 1947 Luscombe 8A Half interest Qualifies Light Sport S/N 5689, N2962K Continental 65hp (A-65 -8) Aluminum/blue, Cleveland brakes, New tail wheel, Skis, Sporty's A300 Transceiver, external antenna, push-to-talk, intercom. Airframe Total Time: 3164 hours. Engine: 787 SMOH. STC autogas (SA730GK, SE634GL) Current annual 6/2010 Hangered Stevens Point, WI \$8,000 Charley White 715-344-5646
- ✈ Aero Vee VW engine that appears to be 1700 CC. Needs some TLC to make it airworthy. Spring landing gear with wheels, tires and cable brakes. Tinted canopy 6' x 2' approx 18" high. Ron Lorch 715-891-7234.
- ✈ Type 8, B gear box, 2.58:1 ratio with 16.2 hours of run time. Bret Taplin 715-341-4093 btaplin@msworldnet.com

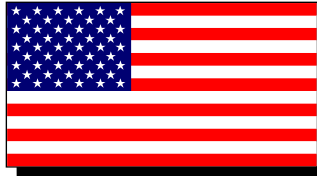
## 2014 Calendar of Events

March 15 Aviation Safety Seminar EAA AirVenture Museum	May 17 Chapter Meeting	Jct
April 1-6 Sun N Fun Lakeland FL	June 21 Chapter Meeting	Aug 16 Chapter Meeting
April 19 Chapter Meeting. Stevens Point Airport.	July 19 Chapter Meeting	Sept 20 Chapter Meeting
	July 28 Aug 3 EAA AirVenture Oshkosh	Oct 18 Chapter Meeting
	Aug 10 Bob Payzer Memorial Fly In, Boulder	Nov 15 Chapter Meeting
		Dec 13 Chapter Meeting

*Events are preliminary and are subject to Change.*

*Calendar of Events is updated monthly. Contact Tom Voss [tvoss@pcpros.net](mailto:tvoss@pcpros.net) to list events*

*in subsequent newsletters*



### Other Area EAA Chapters

**EAA UL 1 Milwaukee**  
**Steve Magdic**  
**262-820-9938**  
**[steve.magdic@1psg.com](mailto:steve.magdic@1psg.com)**

**EAA UL 41 Oshkosh**  
**Peter Carlson**  
**[pjcarl@athenet.net](mailto:pjcarl@athenet.net)**

**EAA 640 Gleason**  
**Bob Mohr**  
**715-842-9823**  
**[flymohr@dwave.net](mailto:flymohr@dwave.net)**

**EAA 992 Marshfield**  
**Dave LeVoy**  
**715-676-2282**

