

North Central Wisconsin

Lite Flyers

P.O. Box 12
Schofield, WI 54476

June 1996

Volume 1 Issue

President: Steve Krueger (715) 536-8828
Vice President: Rich Papa (715) 845-4170
Sec/Treasurer: Steve Norris (715) 842-4286

Board Member: Mark Blume (715) 443-2835
Board Member: Dan Marlinga (715) 359-7377

Editors Notes

It seems this club member has been volunteered by our President, Steve Krueger, to put pen to paper and act like a newsletter editor at least on a temporary basis. This request from our President is more appealing than the last request I got from the "President" in the fifties, asking for my presence in Korea. This chore will certainly be more pleasant, chatting with fellow flyers and would-be flyers and builders where the only thing we'll be fighting for is more altitude!

From my composition "desk" on the kitchen table I should have ample inspiration to discuss things related to flying. Looking west on this beautiful evening I can see most of the Wausau Airport beyond my fence, the "heavy iron" Hawker jet in front of Wausau Paper's hangar, and far beyond, Rib Mountain, now devoid of snow. Only one thing more is needed, my own set of wings tied down near the fence. Like most of you, that's why I joined the club, to get airborne again. Helping each other with encouragement and advice we can all realize our dreams of flight.

Enough dreaming, we've got a deadline to meet and the newsletter has to be mailed early due to an early meeting in June.

Bill Markstrum

Presidents Paragraph

As the summer flying season comes upon us, I ask that every pilot in command takes that extra time to perform a proper pre-flight check, checking every nut, bolt, cable, strut, engine mount, etc.. Life is too short to take any chances. I'm writing this as the sun is setting so beautifully and the winds are calm. I can't help to reminiscence about the great times that go together with sunsets and calm winds. I hope that everyone has the opportunity to experience the great thrill of ultralight aviation and feel the openness of ultralight flying machines just as Orville and Wilber Wright experienced many years ago. After all we want to hear successful stories, not statistics. Remember things happen as fast in ultralights as they do in heavier metal airplanes, just at

slower speeds. Think about it. Have a great flyi season and BE SAFE!

Steve Krueger

May Meeting

The May 18th. meeting was a fly-in/drive-in affair John Verfuert's strip 2 miles south of Spencer and t seventeen or so that attended had a great time. T meeting was held after we ate. Everyone brought a d to pass and chef John did a great job on the grill. Thar John for a wonderful time!

Unfortunately, it was not exactly a fly-in day : ultralights. Plans were to have two two-seaters to g rides at the field but the gale-like westerly ruled that o I observed Dan Marlinga take off from the Waus Airport that morning to test the wind. He wasn't goi anywhere! When he came back eastbound it looked li the Reno races! His GPS indicated 24 knots westbou and 77 knots eastbound. I guess you know we decided drive to Spencer.

Tom Brown dropped in late afternoon with his beauti home-built Waco F-2 and gave us a nice aeroba display on his departure.

Rides were given in John V's Aerónca Chief, but due the rain softened turf there was a weight limit : passengers. Guess which well-known member of t club failed the load limit ??

Yes, we did do more than goof-off and eat.

Treasury Report:

Beginning Balance:	\$ 194.35
Contributions (dues)	25.00
Ending Balance	\$ 219.35

Member Profile Sheets

Steve requests that all members complete the meml profile sheets if they have not already done so. Bri these to the next meeting or send directly to NCWLF l Box 12 Schofield, WI 54476.

Club Apparel

Several jackets have been completed and were display at the the meeting. They are beautiful! See Str

Krueger to place an order for polo shirts and jackets (a 50% down payment is required when ordering jackets.) Caps are available for purchase at each meeting.

- Caps \$ 10.00
- Shirts \$ 23.00 - 24.00
- Jackets \$ 50.00 - 60.00

Club Incorporation and EAA Affiliation

Steve gave a presentation on the merits of the club incorporating and becoming an EAA chapter. There are currently only two ultralight chapters in Wisconsin, one in Oshkosh and the other in Milwaukee. Incorporation carries a one-time cost of \$ 61.00. EAA affiliation requires a yearly fee of \$ 40.00. The liability and insurance advantages would be worthwhile. However, if the club joined the EAA, each club member must become a member of the EAA as well. EAA membership includes low cost insurance, flight-line privileges at Oshkosh, and the monthly publication, Sport Aviation or the Experimenter. Sport Aviation magazine is a top quality monthly publication covering all phases of aviation - homebuilts, antiques, military, and information on government regulations. The Experimenter is a magazine dealing more in light and ultralight aircraft and methods of construction. EAA yearly fees are \$ 35.00 if you chose Sport Aviation magazine, or \$ 25.00 if the Experimenter is your choice.

EAA affiliation made for considerable discussion at the last meeting in as much as eight of the members present are not now members of the EAA. A survey was taken and five of the eight said they would join the EAA. A motion was made and a vote was taken to incorporate the club. Members present seemed to also favor the club joining the EAA, however, we need to know how others in the club feel about joining. If you are not able to attend the next meeting, please give Steve Krueger a proxy vote or ballot to express your feelings on the matter. Remember, the majority rules and this is an important issue.

Airport Etiquette

At the last meeting Steve Krueger and Dan Marlenga discussed at some length proper pattern procedures at airports with and without control towers. Reprints of a presentation at the recent safety seminar they attended were handed out. Ask Steve for a copy if you did not get one.

FAA Responds To ARAC

Dan Marlenga made an interesting presentation on the FAA responses to ARAC recommendations on changes to FAR 103, pilot and instructor certification, classification of aircraft, etc.. He made available to all

present at the last meeting a paper from EAA Headquarters Staff titled "Umbrella Concept Proposals". It makes for interesting reading and prepares us for the changes Dan says are coming in the near future. Ask him for a copy.

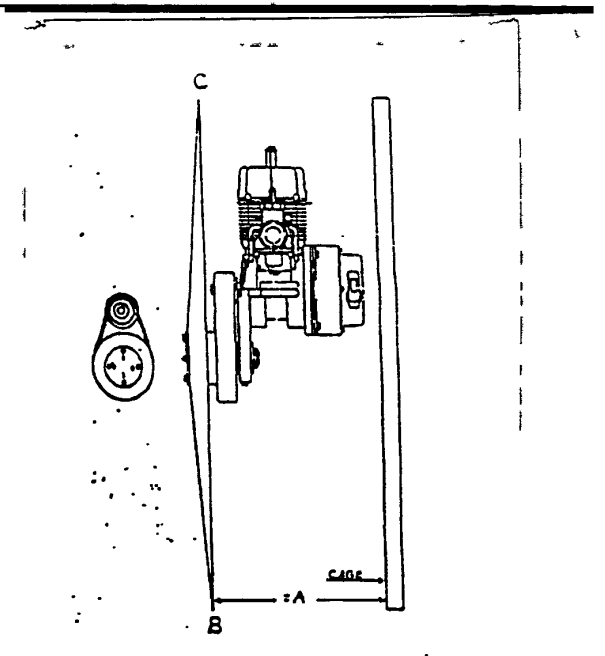
Tech Tip

Fellow Members, I recently had a wooden prop repaired and Tennessee sent this little note about propeller tracking. Happy Flying! Steve Krueger.

PROPELLER TRACKING

Every time you install your propeller you need to check the tracking insure smooth running. You may have four or six bolts that hold your propeller on depending on the model of propeller hub. No matter how many, thread them all in until you just very very slightly start squeeze the propeller. At that time position your propeller vertical and measure the distance A (the distance between tip B and the cage airframe). Turn the propeller 180 degrees so tip C is down. No measure the distance from tip B and from tip C to be exactly the same but within 1/8 inch is acceptable. Lets say that tip B is closer to the cage than tip C. To correct this you would slightly tighten (maybe 1/4 turn) the bolt closest to tip C therefore drawing tip C in. Every time you draw a tip in, measure the distance again and compare with the other tip. Remember that when one tip goes in the other tip goes out so you must remeasure both. Once you get the tips tracking as close as possible (never exceed the maximum bolt torque) start tightening all bolts in a cross pattern. Tighten all bolts evenly (maybe 1/2 turn a time) until all bolts are at the proper torque. Please refer to the table below for torque limits.

1/4 bolts	132 inch pounds	+ - 10 inch pounds
5/16	144	15
3/8	200	20
7/16	250	25
1/2	300	25



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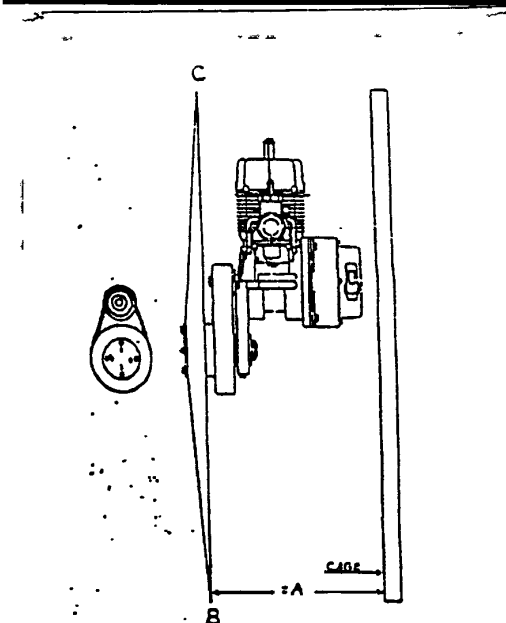
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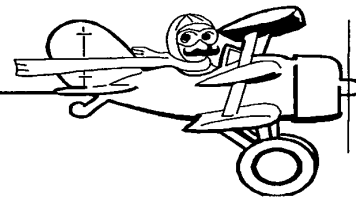
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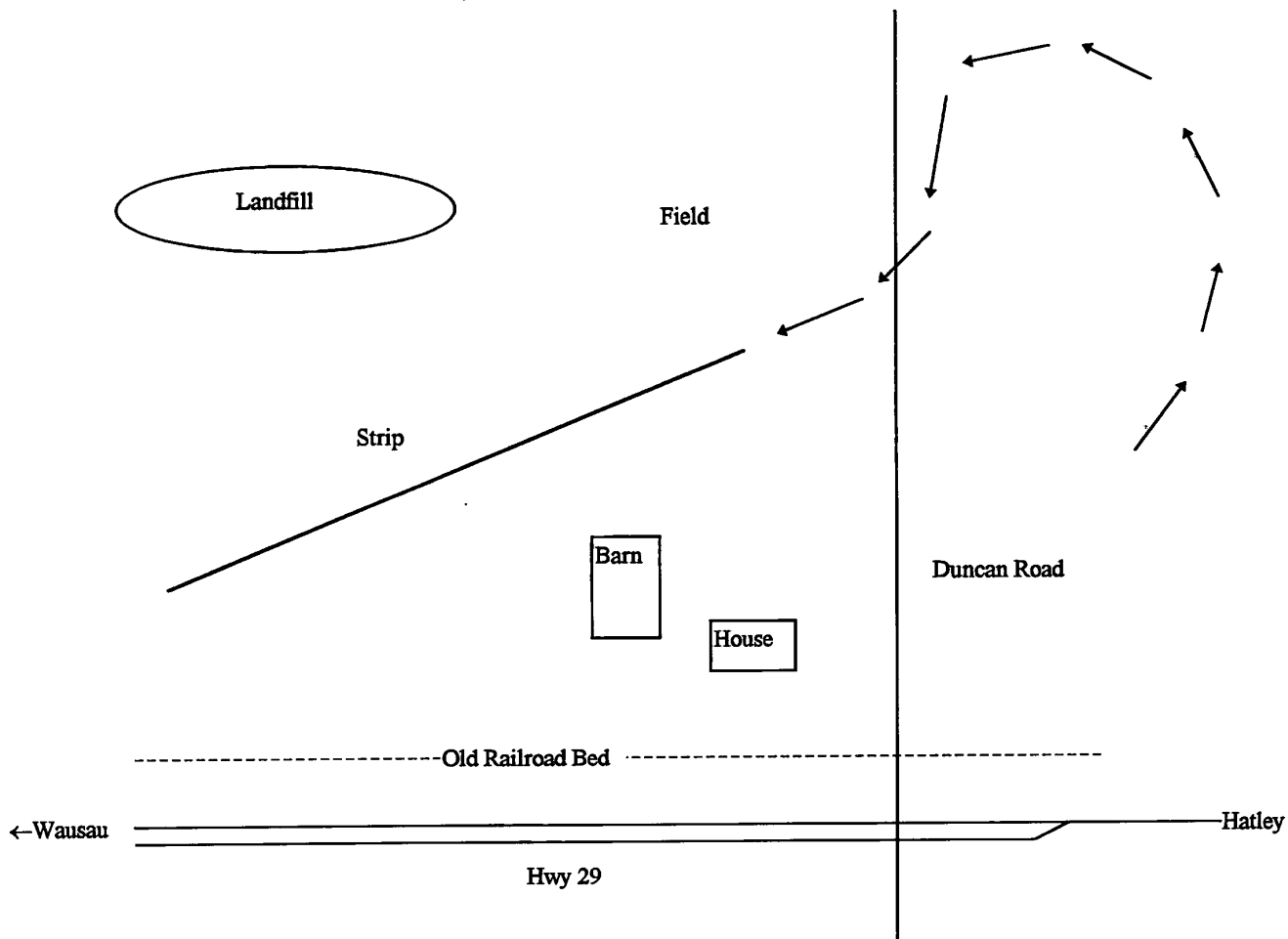


North Central Wisconsin Lite Flyers Club Meeting
Fly-in.....Saturday, June 8, 1996 - 1:30



Bill Kastens' strip is located 14 miles east of Wausau, just east of the Marathon County Landfill, 1.5 miles west of Hatley and .25 miles north of Highway 29.

1300 ft. strip runs NE - SW. Downhill from NE.



Flying - Land from the North East. Come over lower part of Trees - North, than turn in open field to Land to the South West.

Driving - 29 east of Schofield 14 miles. Turn left at Duncan Road. North on Duncan Road over old railroad bed. First place on the left (west) side of the road. Green house, Gray barn. Large pine trees in yard.