



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

Editors Notes

by Bill Markstrum

It appears both the golden days of summer as well as the crimson days of autumn have now departed and we are left with leaf pick-up and yard maintenance before the Wisconsin winter paints our yards white. The skies over the Wausau Downtown Airport have become quieter as well. The nicer days find John's students doing touch and goes and one or two of the local Stearmans sing their

round-engine, flying-wire songs overhead. Only the business jets and turbos and the Aspirus hospital Medivac 'copter are the day in, day out, any weather sounds and smells. These are the constants, plus, for a short period of time, the all-weather, honking geese as they travel south to winter havens.

I too, have logged a few flight miles this summer, but not the kind I like, with my own hands on the yoke. We flew coast to coast to attend two grandson's weddings. I'm certainly glad I'm no longer employed and having to go through airport security with a briefcase full of drawing equipment and an armload of rolled plans. What a pain that would be! Hopefully, for the rest of the year, I can make each chapter meeting. I've missed so many I'll require name

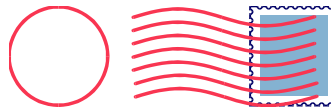
tags to remember everyone. Steve Krueger called to fill me in on the last meeting at the Buss' Norrie Brook field. Jim Shnowski held the meeting and he will probably include some comments in this newsletter. It sounds like it was well attended with

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plenty of fly-ins. These included Dick Neitzel with his new, highly polished Zenair with forty three hours already flown off. Also touching down on the Buss turf was Jim Jagger from Stevens Point, with forty hours on his Avid Flyer. I understand Patrick Eron handled his 150 Cessna like a pro on that field as well.

Steve Krueger, our Master Instructor, has Brett McKinney up to his Sport Pilot certificate. We congratulate him as well as Jim Klimek on his acquisition of a Kolb Mark III Extra with a Rotax 912 engine.

Our friend, Tom Seversen, called me recently to say he had sold his highly modified HiMax and custom trailer to Andy Peterson of Rothschild. We're happy for both of them and anxious to see Tom's masterpiece in our



area. Each of us has to know when to hang up his helmet and goggles and sit back to watch others spread their wings. We appreciate your BAA building skills, Tom, but beyond that, your service to our country in the Air Force as a B-24 and B-29 Commander. Please stay in touch, Oh "Heavy Iron Flyer".

As for Andy Peterson, I

understand he will be looking for hangar space at Wausau, when he brings the HiMax home. I hope to bring him to our next meeting so you can meet him.

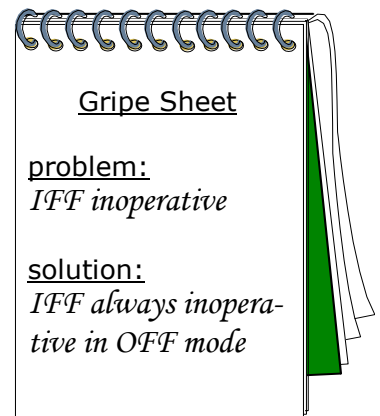
Please note that our next chapter meeting will be at the Jakel-LaSee field in Abbottsford on November 15th. This works out well for the deer hunters in our group who will be hitting the trail the following week-end in search of those elusive whitetails. I hope to finally make that meeting, seeing that my two eligible grandsons are now married. The one remaining has just started his higher education at Stout University. I gave him strict instructions not to come home with a "stout Girl", I need time to recover financially from the last two weddings.

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Gripe Sheet

problem:
IFF inoperative

solution:
IFF always inoperative in OFF mode

Editors Notes cont...

(Continued from page 1)

This last wedding, on October 11th, was in the so-called American Riviera, Santa Barbara, California, a truly beautiful but expensive bit of real estate. Grandson Eric asked me to "Officiate" at their wedding and I was sworn in as a Deputy Marriage Commissioner for that one day. The open courtyard setting was indeed beautiful with palm trees and roses, but it took a great deal of restraint on my part not to say, "By the power vested in me by Governor Arnold and the State of Colly-fornia,

I now pronounce you, man and wife."

While said wedding was basically a civil affair and I am not a man of the cloth, I recognize that a greater power has gotten me through eighty-one years of accidents, motorcycles, airplanes and Korean combat, I felt it my duty to pass some "heavenly advice" to the young couple. My homily was based on an experience I had while flying with Lyle Banser one autumn day. During that flight, we passed over a large corn maze and I thought to

myself, "If those people would only look up and communicate with us, we could guide them through the maze, avoiding all the dead ends and wrong turns." I pointed out to the newlyweds that life was very much like that maze with all its twists, turns and dead ends. We have only to look up and ask for the Lord's guidance to get us through the maze of life.

Thank you, Reverend Banser, for unwittingly inspiring my homily!

Bill Markstrum

October Meeting Minutes

The October meeting of UL Chapter 75 was held at the Norrie Brook airstrip owned by Paul and Sue Buss. 22 people were in attendance and 10 airplanes flew in. In the absence of President Steve Krueger and Vice President Robert Payzer, Secretary Jim Shnowske ran the meeting. After the meeting was called to order, introductions took place followed by the approval of the treasures report as printed in the newsletter, and the approval of the minutes from the September meeting as read.

Old Business: The good time had by all at the Flying O Fall Fly-in was discussed. Thanks to everyone who pitched in to make it a success!

New Business: Tuesday evenings are movie nights at the Wausau downtown airport terminal. A different

flying movie will be shown every Tuesday starting October 14 and running through the winter. **A d m i s s i o n i s FREE!!**....along with free soda, popcorn, and hot apple cider. Donations to support the Invasion Glider Restoration Project will be accepted.

A couple of new airplanes showed up at the October meeting. Dick Neitzel flew his new 701 Zenair from Sayner. He had just flown off his restricted hours and brought his polished beauty down to the meeting as his first flight out of his test area. Dick reports it took 1420 hours to build, and 220 hours to polish. Power is a 2200 Jabiru burning 2.21 gph at economy cruise.

The other newly built plane in our chapter is Jim Jagggers Avid Flyer. Painted yellow and blue, Jim reports it is

flying well. He also had just finished flying off his test time and had 43 hours on the hobbs when he arrived at the meeting. Congrats guys!

Syd Cohen Gave a short presentation concerning the Fall Aviators Banquet at the Central Wisconsin Airport on the 18th of October. There will be some awesome door prizes!

New rules regarding ELT's and the English endorsement were discussed. It was announced that we have two new sport pilots in our membership. Jim Cornelius and Larry Gordon have passed the sport pilot check ride. Our hosts Paul and Sue Buss and daughter Becky were thanked for their hospitality and good food and the meeting was adjourned.

The next meeting is November 15th at the Jim Jakel Barn in Abbotsford.

Next NCWLF Meeting Nov 15

The next Chapter 75 Meeting is at Jim Jakels Red Barn in Abbotsford , Wi on **Saturday November 15th** at 1:30. Hope to see you there.

Newest Chapter 75 Sport Pilots

Congratulations to Chapter 75 Newest Sport Pilots:

Jim Cornelius - Wausau

Brett McKinney - Rhineland

2008 Calendar of Events



November - 15
Chapter Meeting
Abbotsford Airstrip Jim Jakels Red Barn

December 15
Chapter Meeting
Location TBD

Calendar of Events is updated monthly. To list events in subsequent newsletters contact

Thomas L Voss - 15203 Short Lane Dr - Marathon, WI

54448

tvoss@pcpros.net

Sights from the October Meeting of EAA UL Chapter 75



Dick Neitzel in his Zenith 701



Jim Shnowske in his Kitfox



Patrick Eron in his Cessna 150



Joe Mapes in his Ridgerunner



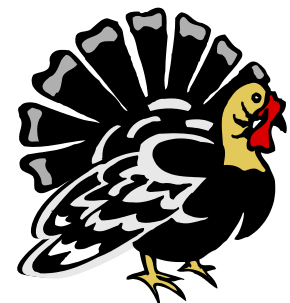
Jim Jagger in his Avid

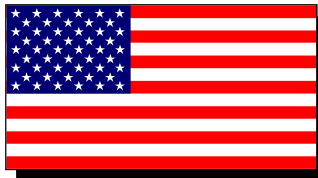


Bill Heil in his Quicksilver

Buy Trade Sell

- ✈️ Chinook WT II single place, enclosed cockpit \$1,500 Connie Balis Deerbrook. 715-627-7438
- ✈️ 582 Blue Head and complete engine package for Challenger II. Includes radiator, heater, redrive and 3-blade warp prop. 130 hrs TT on engine, 44 since rebuild. Asking \$6,000 John Szigat 715-216-5279
- ✈️ 1984 Pterodactyl Ascender. Excellent shape. Fabric tests great. Always hangared. Tach, EGT, Radio antenna, Strobe. Extra fuel tank. Never wrecked. Pure Part 103 aircraft. \$3,800 Pat Kenny 715-479-5036. Eagle River
- ✈️ 2007 Sky Ranger, Certified E-LSA, N8089J Rotax 582 Blue head, inverted, w/B gear box, 2.58:1 ratio, 24.4 Hobbs hrs. New GSC 64" 2 blade ground adj. propeller, on order. ICOM A4 radio, head sets, intercom. ptt switch. 2004 NAVMAP color GPS w/2008 updates. Located at Stevens Point (KSTE) hangar 5E, come and take a look. Asking \$27,500.00 OBO Bret Taplin 715-341-4093 btaplin@msworldnet.c
- om Owner is FAA certified S-LSA, E-LSA repairman w/ maintenance rating.
- ✈️ Other items. External radio antenna. Stratomaster EMS582 Tach, 2-EGT, 2-CHT, Hobbs, coolant temp, flight timer. Strtomaster ALT-ASI altitude, air speed. C gear box 3.00:1 ratio. RK400 clutch assembly. Tools needed to remove the B gear box, and install the C gear box. 68" IVO 3 blade, quick adj. ultralight 10-28 high pitch prop. Over \$3000.00 invested, make me a reasonable offer. Bret Taplin 715-341-4093 btaplin@msworldnet.com
- ✈️ 447 Free air prov. 8 needs rebuilding \$500. Fiberglass free air scoop for 447. \$25 Rotax single air intake silencer. Brand new \$65 Rotax straight muffler with exhaust manifolds and elbow, ball joint kit all ceramic coated. Like new \$500. 66-30 Tennessee prop. Like new. \$275. Four unifier carb filters 2 ½ inch. Brand new. \$20 for all. Orlie 715-683-2710.
- ✈️ 2000 Challenger II Two seat, long wing, Rotax 582, 64 HP, dual carb, dual ignition engine w/ electric start. Remote cockpit choke and radiator control, airframe 125 hours, engine 15 hours, always hangared in Wautoma. Many extras. Inspected/ Certified Experimental \$24,000 obo John Reis Hartford, WI 262-673-2636 262-224-2636.
- ✈️ KR2 30% built, on gear less engine and instruments. Paul Prime Mills, WY 307-235-3549
- ✈️ Rotax 582 "bluehead" Ebox, Radiator, Oil Inj, Throttle & Choke Cables, Engine Mount Plate, Assembled, New, 0 hours. Michael Cole 715-423-0348 or 715-423-1128
- ✈️ CGS Hawk Arrow II, N46229 HKS 700E, 3 Blade Power Fin Prop, 20Hrs TT, Tricycle Gear, Hangared at Rusk Co. Airport. Earl Cinatl 715-532-7242
- ✈️ Rans S-18 Amphibian. 15 hours. Pneumatic retract system, fiberglass floats, 2 seat tandem. \$15,000.00 without engine. \$30,000.00 with a 912S engine. Wautoma. Martin Goochmac2@aol.com
- ✈️ 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





Other Area EAA Chapters

EAA UL 1 Milwaukee
Steve Magdic
262-820-9938
steve.magdic@1psg.com

EAA UL 41 Oshkosh
Bill Brown
920-721-9237
bill.brown@alcan.com

EAA 640 Gleason
Harry Gladwin
715-453-8669
hngrad@newnorth.net

EAA 992 Marshfield
Dave LeVoy
715-676-2282
(No e-mail)