



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

Editors Notes

by Bill Markstrum

I happen to be writing this on Groundhog Day. I don't put a lot of faith in his prognostications so I make my own weather prediction. January turned out to be anything but a dull month. We had plenty of social activities to keep us occupied. On the twenty first we had a wonderful turnout of chapter members and their families. The weather cooperated nicely for those that traveled greater distances like the Purvis', Brett Wilke and Don Mahn from Wild Rose, Bobby, Cal, Dick, from "UpNort" and many more. It was especially gratifying to see Bill Heil there, still showing some "gauze of honor", but recovering nicely after his crash. For the last two years we've had people limping in to the party after accidents. Let's make this an accident free year. Maybe we need a big sign like they have at the paper mill, "X number of (flying) hours without a lost time accident".

Before the food and fun started, Steve Krueger presided over a short meeting. Minutes, treasurer's report were approved and annual awards were presented to chapter officers, etc. myself included.

Imagine, being awarded for having fun! What a job.

Our gracious host, Syd Cohen, was presented with a gift certificate for the new Harbor Freight store in Rothschild. Syd, I'm sure, will find a need for that special tool to complete all the projects he gets involved in, especially bringing the

Cheer up fliers,
The sun is risin'
One of these days,
It's not surprisin';

You'll throw aside those mittens and boots
And aim your wings for that far horizon.

Waco CG-4A cargo glider (the front twenty four feet of the fuselage) up to museum display standards. At the party, Syd explained the whole project and ran an old film put out by the Ford Motor Company featuring the Ford assembly plant in Upper Michigan where they produced the "woody wagons". It showed the wartime changeover from cars to producing the gliders for the army. It was history in the making, bridging the gap of generations. By the way, if you wish to participate in the rebuild, work sessions are held each Thursday evening at Syd's hangar. If you don't have a gate key, use the "doorbell" and someone will core over to let you in.

At the end of the meeting the real excitement started. Jim Cote had gathered all the raffle ticket stubs for the beautiful leather "Vision of Eagles" EAA jacket. The name was drawn and it turned out to be Burt Susor, a member of our morning coffee gang at the Wausau Downtown airport. Having sold the winning ticket, I was awarded a very nice Winchester hunting knife. Congratulations Burt and thank you Jim Cote for the raffle. The chapter cleared three hundred dollars for our treasury. Thank you also, EAA, for providing that super prize.

Steve Krueger announced he has received his Sport Pilots Instructors rating. One might say that the Merrill Airport now has one-stop shopping, both Ultralight and Sport Pilot instruction with Steve. He also proudly announced that son, Brian, in advanced flight training in Mankato Minnesota, now has his multi engine and instrument rating! Way to go, Brian! It must be those Krueger "Genes". We had hoped to see Brian at the party but the weather

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February 2006

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Greatest Lies in Aviation

#15 We shipped the part yesterday.

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Schofield, WI

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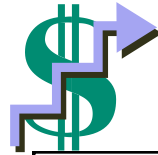
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NCWLF Treasurer Report Dec 2005 - Jan 2006

Balance Fwd	\$ 1,400.07		
Checking Deposits		<i>EAA Chapter Dues and Ins</i>	194.00
Dues	67.00	<i>Christmas Party Chicken</i>	83.85
Donations	55.00	<i>VCR Tapes</i>	8.00
Calendars	506.00	<i>Christmas Party Supplies</i>	14.07
Raffle Tickets	340.00	<i>Gift Certificate</i>	25.00
Total Deposits	\$ 968.00	<i>Raffle Expenses</i>	37.18
Disbursements		<i>Christmas Party Supplies</i>	125.62
Postage	18.33	Total Disbursements	\$ 1,418.28
Newsletter Supplies	30.40	Checking Balance	\$ 1,072.40
Chapter 243 Tables	183.41	Savings Balance	\$ 506.36
2006 Calendars	698.92		

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.

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)

delayed his C-152 flight home. He did make it later that weekend but then got weathered in and had to drive back to Mankato in time for classes.

After the meeting we descended on the bountiful food table like hungry locusts, but not before giving thanks to the Almighty, led in prayer by our chapter Chaplain, Jack Burkham. It was relatively quiet during the meal but anything but quiet during our usual "take-away" dice game. We all left that day with full stomachs, game and exchange gifts and pleasant memories. What a great chapter. Again, many thanks to Syd for the use of his beautiful facility and to Steve and Karen Krueger for all the work they do in preparing game gifts and arranging the whole affair. You're special! Also, during that after-Christmas party, those of us who had ordered this years chapter calendar were able to pick them up. Each year the calendars have become more and more professional. This year's calendar? WOW! Tony Borchardt, you are indeed a professional! Many thanks for putting together a calendar even EAA would be proud to claim. There are still extras if you didn't order one. Fifteen dollars will get you this record of time that

you'll be proud to hang on your wall.

Now for the rest of the story. Brian Krueger's C-152 is, of course, one of his training tools and needed to be returned to him ASAP. Dad Steve likes to have company when he drives or flies, so he invited Ron Detert to go along on the flight over and the drive home. Ron was still airborne when he called me, as I would have been, too. We who are temporarily without wings, are most appreciative of time aloft and any stick time we can get. As the song goes, "I get high with a little help from my friends". (They do mean flying time, don't they?)

Another local airport happening was the annual "Chile Feed" on January 29th. This is always well attended and a chance to visit with old friends. Next to John and Angela Chmiel, Bob and Debbie Mohr are the movers and shakers on this airport. Bob is always in the thick of things, from rescuing downed seaplanes to providing food for all occasions. Bob and Debbie, know that you are appreciated by all of us, and a big part of what makes this airport so special.

For those of you living locally or within a reasonable distance of Wausau, I remind you that at 6:30 every Tuesday evening, several of us gather at Syd

Cohen's hangar to watch old flying movies. It's great fun and the popcorn and hot cider is delicious. I enjoyed a special evening with Syd when he asked me to ride to Oshkosh and the EAA museum with him. The night was January 18th. and we sat in the Eagle Hangar listening to Christabel Grant tell stories of our Wisconsin hero, P-39 pilot Richard Bong. Christabel is the executive director of the new Bong museum in Superior. We both enjoyed her presentation as well as talking, one on one with Green Bay P-38 pilot Terry Coleman who flew combat missions over Italy in WW-II. I was especially interested in meeting him, since he is the brother of a local man I share the command of our V7.4 Post with.

Many thanks to Paul Seehafer for the true adventure tale he contributed to our newsletter called, "My Kitfox Flies". We share your building and flying adventures with us. We all learn through each other.

For those of you currently designing and building a plane, may I pass along this sage advice: "It is easy to build things strong or light, but to do both at the same time is the art of a true engineer".

Happy Springtime Flying,
Bill Markstrum

Next NCWLF Meeting February 18

Our next meeting is at 1:30 on Saturday, February 18 at the Antigo Airport.

Thanks Jerry JJ Smith for handling the arrangements.

Hope to see you all there!

January Meeting Minutes

After thanking Sid Cohen for the use of his hanger for our annual Christmas party, introductions took place. Approximately 57 people were present. The treasures report as stated in the last newsletter was approved.

OLD BUSINESS: Chapter 75 is still in good standing with EAA, our insurance for our various fly-ins will be granted again this summer. Chapter service awards were presented to Jim Shnowske-secretary, Bob Pazer-vice
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January Meeting Minutes cont...

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-president, and Bill Markstrum-newsletter editor.

Steve Krueger gave an overview of current projects and pilot advancements in our club. Paul Seehefer told of a proposed rule change/clarification allowing amphibious sport planes and asked our members to log onto the internet and comment to the FAA on the change.

NEW BUSINESS: Sid Cohen told of his planned trip to Sun-N-Fun. His itinerary is posted on the Flyausau.com web site. Tuesday evening is movie night at Syd's hanger, and everyone is invited to attend. Shows start at 6:30 PM. Sid then put on his teachers hat and gave a history lesson on the Waco CG4A glider that is being restored in his and various other EAA chapter hangers. He ended with

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I Flew Today



Mike Ford of Wausau and his Kit Fox Model IV

Well, I made it up today. I took half the day off from work to take advantage of this nice weather. The wind was forecast to die down to about 5 mph around 3pm, but it didn't. Not in Wausau anyway.

After preflight and engine warm up I headed out to runway 30. I announced and was rolling on 30, then... 'ping', I see a little cowling fastener pop off. I immediately aborted the take-off and back taxied. I taxied the plane off the runway, shut it off and parked the plane off the taxiway in the snow.

"Dang."

Luckily, I only had to walk the first 1/10th of the runway when I happened to look back for traffic and saw a metallic glimmer. I had already passed that tiny fastener, but not by much.

"Whew."

Well, I fastened it back in

the cowl and once again prepared to take off.

I am still fairly new to my tail wheel Kitfox. I really didn't want to take off if the

winds were going to be moderate crosswind, as I haven't really had too much time practicing them. The practice that I did have was several months ago.

Well, after a safe, but fairly wobbly take-off, I was up in the air... and found the air to be a little more turbulent than I was expecting.

I decided landing right now might not be the best thing. I knew I had plenty of fuel, so I decided to fly east for a while and practice maneuvers.

After about an hour of practice I was starting to get a pretty good feel for the plane again. The bumps where a little less at altitude, but I was also getting used to them.

After about an hour, the wind at Wausau still hadn't subsided. So, I decided to kill some time by flying over to Merrill. Merrill's

runways were a little more

favorable given the wind direction. The wind was a bit calmer there but still a small crosswind. After a slightly bouncy, but otherwise uneventful landing, I felt a bit more emboldened with crosswind landings.

I stopped by Steve's hanger. It was open, a plane was gone, and nobody was home. It looked like John Szigot might have taken his plane up also.

After a short break at Merrill I headed back to Wausau. At least I was feeling much better about the crosswind landing to come.

The wind at Wausau was only slightly calmer than it had been earlier. However, I was confident I could handle it. It was getting dark and I'd rather put my bird back in her Wausau nest if possible.

I found downwind, base, and then a nice long final for 30. I wanted a long final so that I could get set up a ways out and get a good feel for the wind on approach. Again, I had a little bounce, but otherwise safe landing.

"Ahh."

Another day, another couple of small crosswind landings under my belt.

THAT felt good!

Mike Ford

Feelings of Flight

I flew with Steve Krueger to Mankato, Mn. to deliver son Brian's beautiful C-152. Wow, what a sweet little bird. I could describe all the neat things about a little cross-country flight, but you

pilots already know that stuff. So, let me talk just a little bit about the feelings involved.

Oh, how they can capture your day. And, what a day it was. Learning more about

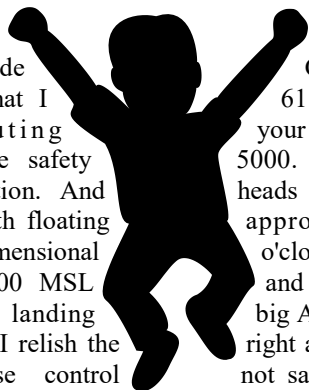
the GPS made me feel alert. Being taught some about flying VOR made me feel, hey, this is cool. Contacting flight following and squawking an assigned

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Feelings of Flight cont...

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transponder code made me feel that I am contributing something to the safety element of aviation. And feeling the smooth floating sensation of 3 dimensional awareness at 4500 MSL altitude. And landing approaches, how I relish the feeling of those control inputs and the banks and descends going through down wind, base, and final. One of the big happenings of the day was when we got a call from flight following to stay at our 4500 msl and "Airbus- umpty-umpty maintain your 5000".



Followed quickly by, Cessna 6111Q, traffic at your 10 o'clock, 5000. Both our heads swung to the approximate 10 o'clock position and there it was, a big Airbus heading right at us. I should not say right at us, after all, there was 500 feet separation. As the closure increased we were able to start noticing the altitude difference. As each of our headings intersected, and the excitement and goose bumps and adrenaline surge of the happening subsided, I

realized the feelings! Yes, the feelings of accomplishment and confidence. The accomplishment of two aircraft avoiding a collision due to cooperation and, working together of ATC and each individual pilot. And, the feeling of confidence knowing the system works.

Ha, after just reliving all this again in my mind, I have to get my feet back on the ground and say – Beautiful, I am a kid again. Thanks, Steve, for making this ol' geezer feel like a kid again.

God bless you!

Ron Detert

January Meeting Minutes cont...

(Continued from page 4)

a short video about the glider.

Bill Markstrum presented Sid with an elaborate foam sculpture for Sid to mount on the front of his canoe.

The Vision of Eagles jacket was raffled and the winner is Burt Susor. Our chapter made approx. \$300.00 on the raffle. An EAA calendar was given to Bob Payzer for selling (buying?) the most tickets and a Winchester knife was given to Bill Markstrum for selling the winning ticket.

Our next meeting is in Antigo on Feb. 18th.

The meeting was adjourned and the dice games began!

2006 Light Aviation / Ultralight Safety Seminar



Mark your calendars for the Wisconsin Ultralight / Light Sport Aviation Safety Seminar to be held Saturday March 4th at Hotel

Mead Wisconsin Rapids. Presented by Wisconsin Ultralight and Light Sport Aviation Advisory Counsel and Wisconsin Department of Transportation - Bureau of Aeronautics. This event qualifies as a FAA "WINGS" Pilot Proficiency Award Program.

Registration 8:00 a.m. Seminar 9:00 a.m. to 4:00 p.m. Admission FREE.

A full day of great speakers

and plenty of Door prizes along with the Big Ticket raffle prizes as well. For more information contact: Steve Krueger 715-536-8828, Jack LaSee 715-223-4540 or Dan Marlenga 715-359-7377, Harold Benisch 608-279-6829, or on line at <http://europa.your-site.com/~wulac/wulac.html>

NCWLF Calendar of Events

February 18, 2006 Chapter 75 Meeting

Antigo, Wi Antigo Airport 1:30.

March 4, 2006 Wisconsin Safety Seminar

WI Rapids

March 18, 2006 Chapter 75 Meeting

Location To Be Determined

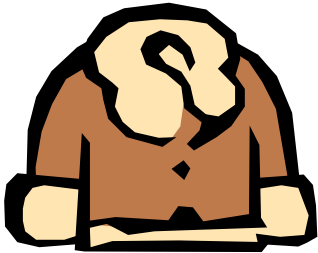
April 15, 2006 Chapter 75 Meeting

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Chapter 75 Raffle Winner

Congratulations Fran Susor of Wausau. Fran won the EAA Leather Vision of Eagles jacket.

Thanks to Jim Cote of Ladysmith for making this an outstanding raffle.



Chapter Tape Library

Hi all. I will be at the Chapter meeting in Antigo on Sat., Feb 18th. '06. SO, check out a tape and do some arm chair flying. It works real well this time of year. Unless of course, you have skis. See ya there.

Ron Detert

Chapter 75 2006 Calendars

Calendars are now available. We have extra copies available for \$15.00 each. They are awesome

NCWLF Calendar of Events

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Location To Be Determined

May 20, 2006 Chapter 75 Meeting

Spencer, Wi John Verfuert's

June 17, 2006 Chapter 75 Meeting

Oshkosh, Wi Ultralight Day Pioneer Airport

June 17-18 2006 Ultralight Day

Oshkosh, Wi Pioneer Airport

July 15, 2006 Jim Jakel Barnstormer Fly In

Abbotsford, Wi

July 24-30, 2006 AirVenture

Oshkosh, Wi

August 13, 2006 Musky Day Fly In

Boulder Jct., Wi

August 19, 2006 Chapter 75 Meeting

Location To Be Determined

September 16, 2006 Chapter 75 Meeting

Location To Be Determined

October 21, 2006 Chapter 75 Meeting

Location To Be Determined

November 11, 2006 Chapter 75 Meeting

Abbotsford, Wi

December 9, 2006 Chapter 75 Meeting & Christmas Party

Merrill Airport with 243,640

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

Buy Trade Sell

➤ GPS for plane or car. Lowrance Airmap 1000 Avation GPS with recently updated Jeppesen Americas database (includes obstruction database, airport runways, frequencies, and services). Also includes "Map Create" (series 6) CD's with highly detailed streets and information that can be loaded into GPS. Ram mounting system included. \$400 Also for

sale a 1 GB memory card with U.S. detailed streets- \$50. Paul Buss 715-253-2490

➤ Quicksilver MXL. Rotax 447. Always hangared. \$4,900. Sun Prairie. Dave Neuenschwander. 608 825 -1491. 608 695-1491.

➤ 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

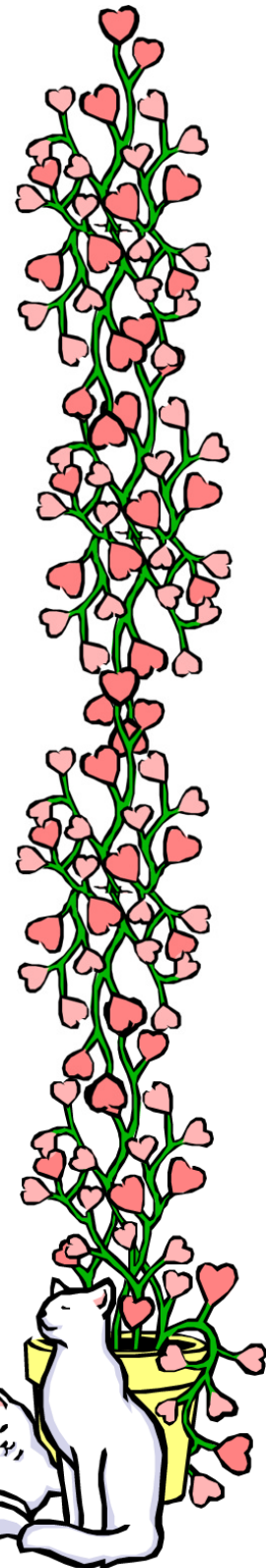
➤ 2003 Quicksilver GT400, 19 hrs. Built in 2004. Fogged when put away. 503 DCDI, Oil Injection, 12 gal tank, Dual CHT gauge, Dual EGT, Fuel Gauge, Altimeter, Airspeed, Tach, BRS750 new May 2005, All material clear-coated. 3 Strobes, Brakes, Electric Start, Externally mounted radio antenna, Swivel tail wheel, Includes new GT500 windshield still in box. \$20,500 Bill & Jan Boeck 262-886-9828, 262 -497-3953

(Continued on page 7)

Buy Trade Sell cont...

(Continued from page 6)

- ✦ 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
- ✦ 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 new cables, push pull tube, fuel lines, wiring, 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 715 358-9951 kayharv@newnorth.net
- ✦ Acro Sport biplane, needs engine and some instruments. Hangared at the Wausau Airport. \$8,500 Bill 842-7573.
- ✦ Looking for a long ratio C or E box for Rotax 503 DCDI 2.88 or 3:1 Richard Penney 715 235-2190
- ✦ 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 573-348-4654 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



Happy Valentine

