



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

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Editors Notes by Bill Markstrum

I note, on my desk calendar, that March 21st. is the first day of spring. In this area of Wisconsin there is no guarantee that the warm, sunny days we are looking forward to will magically appear soon after that date. However, it won't be too long before the most basic ultralight will once again be comfortably airborne over the greening fields of Wisconsin.

The recent snow storms in the southern part of the state obviously had an effect on attendance at the March 3rd. Safety Seminar in Wisconsin Rapids. With fewer people on the scene, we all thought that we would have a better chance to win one of the major raffle prizes. It didn't work for me, but many of our chapter members won door prizes at least. One of the high points during the raffle drawings was that our beloved Master of Ceremonies, Frank Beagle, won not one, but two cases of oil. He said, "After all these years and all those tickets". He was overjoyed, to say the least. He got some well deserved applause for his good luck and his continuing excellent service to WULAC.

As always, Frank was in good voice and laid another "Beagleism" on us. He was one of the early, true ultralighters, flying a

powered Easy Riser, that minimum, tail-less biplane that started it all. He recounted some of his early experiences with that craft, complete with sound effects. Very entertaining!

Frank is now upgrading to the Sport Pilot category and is currently involved in the formal training which

The ultralights we used to soar
Have gone the way of the dinosaur,
Please help the guys that cannot pay
The sky-high cost of an LSA

prompted this years Beagleism, SPURT; "Student Pilot Undergoing Regulated Training".

When I had to walk to the front of the room to receive a door prize I had won, Frank very kindly introduced me as the author of the Ultralight Anthem and the tape that is played every morning "down on the farm" during AirVenture. Earlier in the day, I had a chance to visit with Frank. With the obvious decline of ultralight planes in favor of Sport Planes in most major aviation publications, I suggested to him that I might have to rework the ultralight anthem, to wit: (to the tune, Edelweiss)

"The ultralights we used to soar
Have gone the way of the dinosaur,
Please help the guys that cannot pay
The sky-high cost of an

LSA"

All of the presenters did a good job disseminating information on their various subjects. We can be very proud of our chapter President, Steve Krueger, who led off the morning session with "Getting Ready to Become a Sport Pilot". For his first time at bat,

Steve gave a relaxed, meaningful presentation. Incidentally, he is now the president of

WULAC, (Wisconsin Ultralight/Light Aviation Advisory Council) Steve continues to be there for all of us, whether in the air or on the ground.

Ron Detert set up a VCR on our chapter table in the main meeting hall that day and played one of his excellent fly-in tapes. There seemed to be much interest in our chapter and it's flying activities.

Besides the knowledge imparted by the various presenters, these seminars also give us a chance to visit and exchange ideas with old friends from other state ultralight chapters. I discussed KFM engines with Harold Benisch, Pietenpois with Don Mahn, ultralights in general with Tim Bogenhagen and aviation related things with others. Then I had to concentrate on my PR work with the ladies.

(Continued on page 3)

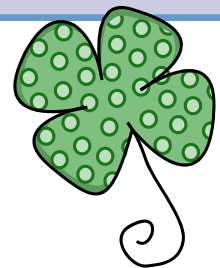
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Greatest Lies in Aviation

#2 Me? I've never busted minimums.



Editors Notes cont...

(Continued from page 1)

It's a tough job but somebody has to do it! Our own chapter had it's own representation of lovely ladies, Debbie Kenny, Karen Krueger, Patti Marlenga, Mary Purvis and Judy who came with our intrepid Weedhopper pilot, Dennis Bornheimer. Also in attendance was Rose Dorsey who heads up the Wisconsin Aviation Hall of Fame, and has been a presenter at our

past seminars. On this occasion she accompanied her husband John, of the Wisconsin DOT, whose seminar topic this year dealt primarily with sectionals, charts and airport etiquette. I also noted some jealousy when I talked to the charming secretary of Chapter 41, Sally Lamers. She was still flying high from her recent flight in her friend Bill's trike.

I cannot reveal my

interrogation techniques with the ladies but a reporter has to do what he has to do! As I said, it's a tough job...

I close this months note with the following thoughts

Winters almost over,
Put away that Christmas
wreath,

Here's hoping that you soon
can fly

With bugs upon your teeth!
Bill Markstrum

An Aviation Visit to Ohio

If you are looking for a history of homebuilt aircraft, the EAA Museum in Oshkosh is the best in the world. If Warbirds are your interest there is no finer place to look than the National Museum of the United States Air Force at Wright-Patterson Air Force Base.

During the Thanksgiving holiday, my wife Terry and I were in the Dayton Ohio area visiting relatives. Saturday morning we took four hours to tour the museum at Wright Field. Oddly Patterson Field is separated from Wright by a ridge upon which a monument to the Wright brothers and a small museum sits. From this ridge you can see Hoffman field where Orville and Wilber flew their early airplanes after the initial success at Kittyhawk, NC.

Without a doubt, this is the most comprehensive collection of U.S. airpower

past and present.

Three enormous hangars and outside exhibits showcase nearly every model of aircraft from the Wright Model B and early Curtiss designs that predate WWI to the F-22 Raptor and Stealth aircraft. Of special interest to me were a number of Allied and enemy aircraft from both World Wars and jets from the former Soviet Union that are rarely seen anymore.

An I-Max theater features two great movies, the Blue Angels, about the Navy aerobatic team, and Fighter Pilot, a close look at NATO training at Nellis AFB. Both films will get your stomach turning with amazing cinematography on the BIG screen.

The museum also offers a modern cafeteria and gift shop. The books offered there cover nearly every aircraft ever built, not just military types.

All too soon our schedule caught up to us and we still

hadn't seen everything. There are rockets and space capsules, and an Aviation Hall of Fame with an art gallery. On another part of the field are two additional hangars housing different models of Air Force One, the Presidential planes. The other hangar is dedicated to experimental and research aircraft.

Closer to Dayton is the Wright Brothers home and their bicycle shop. Other aviation related sites in the area include the Hatzell Propeller Co., the McCauly Propeller Co., and Waco Field, which has its own small museum dedicated to that make of aircraft.

I hope someday to return to Ohio to spend more time at this cradle of American aviation.

Jim Cote

Find out more at
www.afmuseum.com

Next NCWLF Meeting March 17

The next Chapter 75 Meeting is on Saturday March 17, 1:30 at the Stevens Point Airport. Bring a friend and hope to see you there!



Winter Ski Flying

With Winter at it's best, I recently took a weekend to sneak home from school to take advantage of some great ski flying. The Mini-Max was on ski's and the weather was beautiful. Hardly a cloud in the skies and one of those nice mid-winter days where the winds are light and variable all day long. So I gassed up, checked it over, and started up the Rotax. The winds were down runway 25 so I taxied around the hangars, over the snow banks and into the snow. The wheel ski's have tiny little roller blade wheels on them and to save some life on them we taxi in the snow. I would taxi to runway 25 short...actually before the runway starts and get off before the runway even begins. Adding some power it leaped off the ground like nobody's business. In a quick jump skip and a hop I was over the Wisconsin River doing touch and goes, and soon enough an hour went by and it was time to head back in...if only the gas tank wasn't a tiny 5 gallons. After landing it was apparent enough that this was way to nice of a day to stop. So off to the gas station I went to get a lot more gas. Once in the air again I headed west of Merrill to some nice snow covered grass strips and even a landing in a field at my aunt and uncles house. Coming back to KRRL, John Szigat was in the pattern testing out his rebuilt engine and enjoying the evening. All together I put 5 hours on the Mini Max all without one landing on the blacktop! What a beautiful day. It really was a great day to be a pilot!

Brian Krueger



Landing on the Wisconsin River



Having some fun on the ice



Perfect sunset - base to final for runway 25

Buy Trade Sell



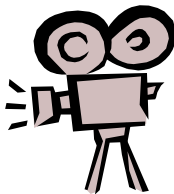
- ✦ Challenger II Special N4253G built 4-96 by Don Cooke. Full 2 place enclosed cockpit with full electric system, lights, starter, intercom, GPS, transceiver, excellent maintenance. Rotax 503 UL DCDI. Tennessee 54x37 prop. 321.0 tt. Last annual 12-01-06. Last engine inspection at 155 hours. Asking \$14,000 delivered or less with pick-up at Cincinnati, Blue Ash (ISZ). Pictures and further information Harris True 513-891-8752 htrue@one.net
- ✦ 1983 Quicksilver MX Rotax 377, rudder pedal conversion. Great shape, good flyer, always hangared. \$3,000 Jim Ruff 715-879-5553
- ✦ 6 foot Western snow plow with lights, etc. \$900 Bill Markstrum 715-845-8673
- ✦ 2003 Challenger II Lw, completed Nov 2004. 20 hours Rotax 503 DCDI with electric start and oil injection. Leading edge wrap, fiberglass wing tips, struts and nosecone flaperones, Harrisons gear, brakes and legs, Bob Roberts throttle quadrants and oil injection package, Lowrance 1000 GPS, JHP 520 Nav-Com, Ameri-King AK450ELT, and the list goes on. \$16,000. Durand, Wi. Omar Dougherty. 715-672-8629. Obar@nelson-tel.net for photos.
- ✦ Challenger single place complete rebuilt 503. Many extras. Low time airplane. Always hangared. Currently in Merrill. \$11,500 Gary Waldvogel 715-627-7771.
- ✦ Quicksilver MXL 447 \$6,000 Steve Braker 715-564-2588 or 564-2633.
- ✦ Pterodactyl Ascender. True Part 103 Ultralight. 430 Cuyuna, Travel Seat W/ Pockets, Instruments, Strobe. Mint Condition, Always Hangared, Fabric Excellent. Flying Now. New Spare Prop, Asking \$4000.00. Pat Kenny 715-479-5036. Evenings, Fly-er Home.
- ✦ 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. \$30000.00 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
- ✦ 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
- ✦ Looking for a reasonable 85 or 90 hp continental engine with all accessories. Harv Kinderman 715 358-9 9 5 1 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

Thank You EAA Chapter 75

The Wisconsin Ultralight/Light Aviation Advisory Council sends a special thank you to Chapter 75.

The financial support given to the Safety Seminar that was held in Wisconsin Rapids Saturday March 3 is as always very much appreciated. Thanks Ron Detert and Bill Markstrum for the video of Chapter 75, nice touch.

Movie Night at the Wausau FBO



March 13 Men of the Fighting Lady (1954) Starring Van Johnson & Walter Pigeon

March 20 Above And Beyond (1951) Starring Robert Taylor & James Whitmore

March 27 Air Cadet (1951) Starring Stephen McNally & Gail Russell

April 10 X-15 (1961) Starring David McClean, Charles Bronson & Ralph Taeger

NCWLF February Meeting Minutes

The second meeting of the year was held at the Antigo airport. At 1:30, Vice President Bob Pazer called the meeting to order. Treasurer and secretary reports were accepted. Old Business: Members that haven't picked up their calendar need to do so. New Business: A motion was made and approved to donate \$100.00 to the

Ultralight Safety Seminar. Our President, Steve Krueger, who is now President of Wisconsin Ultralight and Light Aviation Advisory Counsel, is one of the speakers at the seminar. We welcomed another new member, Tom Malato. He is from the Chicago area and now lives in Wausau. Builders' updates were given by Ken Krolow and Ron

Detert. Bob Pazer gave a Musky Day update. He welcomed members to attend Saturday and Sunday with free camping. Bob is looking for volunteers and seaplanes. A request for a meeting site for next month was made. Meeting was adjourned.

Paul Buss

NCWLF 2007 Calendar of Events

March 17, 2007 Chapter Meeting
Stevens Point Airport 1:30

April 21, 2007 Chapter Meeting
Location tbd

April 17-23 2007 Sun N Fun
Lakeland Florida

May 19, 2007 Chapter Meeting
Location tbd

June 16, 2007 Chapter Meeting
Location tbd

July 13-15, 2007 Balloon Rally
Wausau Downtown Airport

July 21, 2007 Chapter Meeting
Location tbd

July 23-29, 2007 AirVenture
Oshkosh

August 12, 2007 Musky Day Fly In
Boulder Junction

August 18, 2007 Chapter Meeting
Location tbd

September 15, 2007 Chapter Meeting

October 20, 2007 Chapter Meeting

November 10, 2007 Chapter Meeting

December 8, 2007 Chapter Meeting

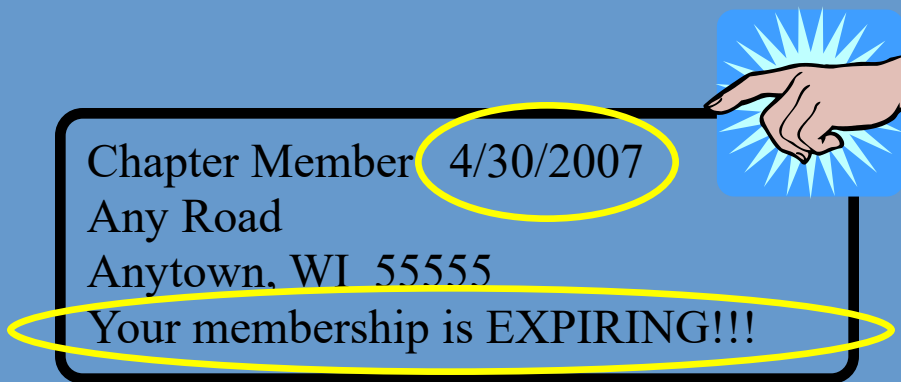
Calendar of Events is updated monthly. To list events in subsequent newsletters contact

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