



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

Editors Notes by Bill Markstrum

Launching this newsletter only three days before the Safety Seminar seems somehow before the fact, but I want to get my copy to Tom and Mark by the usual fifth day of the month so that you get your newsletter on time. We'll pick up the Seminar highlights in the April issue. I hope I can report then, that some of our chapter members were the lucky winners of significant raffle and door prizes. However, from the wisdom dispensed at these seminars, we are all winners.

Yesterday Steve Krueger stopped by to bring me the chapter banner and Flight Log for our table at the

seminar. He also reported that the WULAC group would be presenting MC, Frank Beagle, with a special mug that day.

At our last chapter meeting in Antigo, I announced that I had finally gotten around to having the "Ultralight Anthem" printed on tee shirts. I had one sample with me and presented this very first one to our glorious leader, Steve. I will also present one to Frank Beagle on behalf of our chapter. I plan to have them for sale at the Seminar and again at the Ultralight Barn during this years AirVenture, if arrangements can be made. Naturally, I will send one to Mary Jones at EAA since she first published my song

in the old Experimenter and named it the "Ultralight Anthem".

During my brief visit with chapter President Steve, he informed me that his son, Brian, would not be one of the presenters as scheduled, due to his revised work schedule with the airline. Brian was to give a talk on Stalls and Spins. Instead, that presentation will be given by a well known aerobatics instructor (whose name I did not record).

With the recent airliner

Ultralighters have sense enough to fly "with" the birds, not "against" them!

"splashdown" in New York City, maybe we should schedule a presentation on "Water Landings with Landplanes". I could have used such a class when I lived in New Jersey, having made several flights up the Hudson River at the prescribed four-hundred foot altitude. I'd always glance over at the deck of the old carrier, Intrepid, moored in the Hudson on the west side of Manhattan in the Hudson as a museum. But what good would that do me without an arresting hook on my C-172! That remarkable splash-down and the reason for the engine failures, bird ingestion, got me to thinking. Ultralighters have sense enough to fly "with"



the birds, not "against" them!

My past Sunday morning was certainly saddened when I heard the radio news that Paul Harvey had passed away. Besides being an excellent broadcaster and philosopher, he was very much a proponent of aircraft and flying. EAA certainly benefitted over the years with Paul's love of aviation, notably the Paul Harvey Eagle Hangar within the museum and his many presentations at AirVenture.

In the late 70's I flew back to Wisconsin on a paid business trip which, strangely enough, coincided with "Oshkosh"! I

well remember that Sunday, late afternoon, listening to Paul Harvey speak. That was the entre, after which we all hurried out to the flight line to see an original, bamboo-structured, Curtiss Pusher lift off into the calm evening air. That was the dessert!

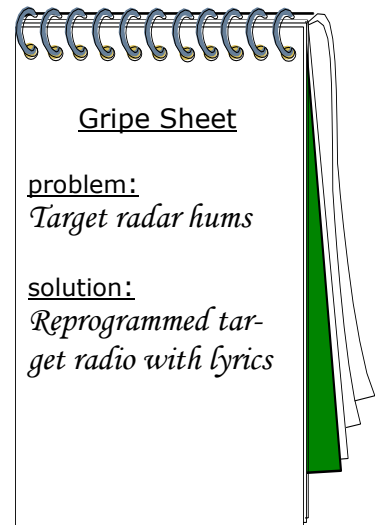
I remember Mister Harvey telling that he often flew his own plane, a Bonanza I believe, to various speaking engagements. So as to arrive fresh, with a well-pressed suit, he would take off his suit, pants and all, when airborne, and hang the suit in the cockpit. He would redress just before reaching his destination. He jokingly added that it would be somewhat embarrassing if he

(Continued on page 3)

Vol 14, Issue 3
March 2009

Inside this issue

Editors Notes	1
Treasurer Report	2
Officers	2
Membership Form	2
Next Meeting	3
Feb Minutes	3
Membership Dues	3
Calendar of Events	3
Buy Trade Sell	4
US Air 1549 Detour	5
Other Chapters	6



Gripe Sheet

problem:
Target radar hums

solution:
Reprogrammed target radio with lyrics

Editors Notes cont...

(Continued from page 1)

were to crash-land, dressed only in his undergarments!

I guess true, open-air ultralighters would not find themselves in that condition

here in cold Wisconsin. If however, you do buff-down some warm summer flight, remember mother's advice, "Always wear clean underwear, son, just in case

you're in an accident!" Good advice Mom, don't leave the nurses to write the "Rest of the story". Good day!

Bill Markstrum

February 2009 Meeting Minutes

The meeting was held at the Antigo Airport on February 21. There were 12 members present. Steve Krueger read the secretary's report and John Heckendorf gave the treasurer's report. Bill Markstrum made a motion and Carl Greene seconded it to accept the reports as given.

New Business: Chapter 75 is in good standing with the EAA for 2009. The B-17 will be in Wausau the end of June. Chapter 640 and Syd will need help with this. The Ultralight Safety Seminar is on March 7th at Wisconsin Rapids. Steve has finished flying the 40 hours on Jim Kleman's Kolb. The next meeting is on March 21 at

Stevens Point.

Thank you to Karen Krueger, JJ Smith, and Sue Bauman for providing the chili, donuts and cookies. Thanks to Josh Walker, manager of Antigo Airport, for use of the FBO. Meeting was adjourned.

Secretary Jim Shnowske
Assistant Sec Paul Buss

Next NCWLF Meeting March 21

The next Chapter 75 Meeting is Saturday March 21, 2009 1:30 PM at the Stevens Point Airport. Bring your plane if you got one.

Membership Dues

Our fiscal year runs from May 1st to April 30. \$12.00 yearly memberships will be taken at our next meeting. Or you can send \$ to:

NCWLF
PO Box 12
Schofield, WI 54476



NCWLF 2009 Calendar of Events



March

- 7 Safety Seminar Wisconsin Rapids
- 21 Chapter Meeting Stevens Point Airport

April

- 18 Chapter Meeting Location TBD

May

- 16 Chapter Meeting Location TBD
- 30 Oconto Airport Fly In (OCQ) 8 am to 5 pm SLAs, general aviation aircraft, ultralights, hang gliders, power parachutes, experimental aircraft and warbirds. Jim Valentine 920-848-5868

June

- 20 Chapter Meeting Location TBD

July

- 10 Chapter Meeting Abbotsford Fly In
- 27 - Aug 2 AirVenture Oshkosh

Calendar of Events is updated monthly. To list events in subsequent newsletters contact
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Marathon, WI 54448
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Buy Trade Sell

- ✈ Pober Pixie plans and full set of ribs. Meets LSA requirements. \$125 Rich Prange 715-536-1704 bighill@dwave.net
- ✈ 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.com Owner is FAA certified S-LSA, E-LSA repairman w/ maintenance rating.
- ✈ Other items. Ext 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 unifilter carb filters 2 1/2 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. M a r t i n Goochmac2@aol.com



**FOR
SALE**

US Air Flight 1549 Detours Through NJ Town

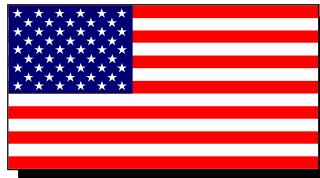


The US Airways jet that landed safely in the Hudson River last month took another trip recently.

Since the accident last month, the airplane had been stationed at a barge in Jersey City, after being plucked from the icy Hudson River. Moving to a more permanent home, the jet was transported via a police motorcade and flat-bed truck to its long-term resting place in Harrison. A direct route from Jersey City to Harrison hit a snag Jan. 31 when an overpass along the way detoured the plane through the narrow streets of East Rutherford, NJ - a town best known as the home of the Meadowlands sports arena. The plane will remain at the facility until the NTSB's investigation is complete, which Lopatkiewicz estimated would take between nine and 12 months.



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Other Area EAA Chapters

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EAA 640 Gleason
Harry Gladwin
715-453-8669
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EAA 992 Marshfield
Dave LeVoy
715-676-2282
(No e-mail)