

February

1999

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Editors Notes

With truly dependable flying weather still some weeks away, I have only to glance at our very own UL Chapter 75 calendar above my desk for inspiration. The month of "Steve Krueger" (January) is already over and we are well into the "Rieny Hirsch" month (February). By the "Rich Papa" month the spring batch of "Lites" should be buzzing about overhead.

I want to congratulate and thank the many chapter members who contributed pictures and hours of work in the publication of this fine calendar, especially Steve Norris. As a "first edition", there was much to be learned but the result was outstanding. One can only imagine what the 2000 year calendar will look like. With Steves developing expertise and help from all of us, I'm sure it will rival the EAA calendar. For years I've turned the pages of that calendar with mixed emotions about the planes pictured, occasionally admiring an old Waco or a warbird of special interest to me with the rest of the months featuring mega-bucks aircraft well out of the common-mans reach. Ho Hum! But now we have our own calendar with real "close to the earth" airplanes and people. Thanks again, people, for a job well done!

For those of you who get the Experimenter magazine you will have discovered the fine narrative by Dan Marlenga of last Aprils adventure to the Sun and Fun fly-in in Florida. Found on page 36 of the February issue, it chronologically details the flight of Dan, wingmen Rich Papa and Gordy Radtke and the faithful ground crew Jack La See, and Phil Neubauer on their trip to Florida. Entitled, "A Journey Through the Promised Land to Paradise City", it lets all of us share this great adventure. We're proud of you fellow Seventy-Fivers and thank Dan for a great story. If you don't receive that magazine or have a friends you can borrow, President Krueger is trying to secure extra copies for our next meeting.

Speaking of meetings, I hope you were able to attend the

January meeting at the Wausau Airport. If not, you missed a great one! We started out with food, food, food to the point that none of us were ultralights when we left. President Steve then opened the business meeting with his "new" gavel, a properly inscribed meat tenderizer. Significant legislation included at least a partial reimbursement to Mark Blume and Tom Voss for equipment repairs to the copier for these newsletters.

Following the formal meeting a variety of games were played and inexpensive gifts exchanged. Christmas you know! We had a ball and thank Karen and Steve Krueger for their leadership on this post holiday affair. We had a barrel of chicken and a barrel of laughs. Thanks Karen and Steve and everyone who contributed food and fun.

We especially thank John Chimel for the use of this wonderful facility. Please let us know how we can help you and the airport.

I heard the familiar sound of Gordy Radtke's Chinook as he returned to base after a beautiful x-country to Rhinelander, Tomahawk and other points north. Talking to him later at the hangar he reported the new Chinook was approaching its first birthday this month and only two hours short of two hundred hours flying time in one year! You can sure tell who has a heated cockpit.

See you at the UL Safety Seminar on March 6th.

Bill Markstrum

Next Chapter 75 Meeting

Our next meeting will be at the Wausau Downtown Airport on Saturday February 20th at 1:30. Special guest Tim Boganhagen from the E.A.A will be giving a slide presentation from Pioneer Airport Days. Hope to see you there!

Getting It Off the Ground

Take off in a Gyro is very similar to take off in a fixed wing, the difference being in the rotor management. The key to a quick and successful take off is getting the rotors up to speed. There are two ways to do this and the length of your runway along with good judgment determines which to use.

If runway length is not a factor than a normal takeoff is used. Assuming you are sitting in your Gyro with the engine running and ready to go, you first engage the pre-rotator which starts the rotors turning. You must spin up your rotors prior to takeoff because no matter how fast you travel across the ground they will not start spinning by themselves. The pre-rotator is a finger saving device developed to spin up the rotors for you. In the early days of the Gyro you had to spin them up by hand which caused the loss of many fingers and hands in the propeller..

There are a number of different pre-rotators: hydraulic, electric, engine driven, friction, and even a guy who mounted two model aircraft engines on his rotors. The one I use is the cheap simple one. I believe in the K.I.S.S. method (Keep It Simple Stupid). I use a friction pre-rotator that uses a wheel to rub on a drum just behind the prop and is attached to a flexible cable that is kind of like a really big speedometer cable. The cable goes up to a starter bendix and ring gear just under the rotors. You engage the pre-rotator by a lever on the control stick.

Engaging the pre-rotator must be done with a little finesse. You engage the pre-rotator very slowly with the engine at idle, stick forward and brakes on. Once fully engaged keep an eye on the rotors and advance the throttle slowly. As the rotors build RPM ease the control stick back and continue to advance the throttle. When you can no longer count the rotor RPM and they become a blur, release the brakes and the prerotator and start your take off roll.

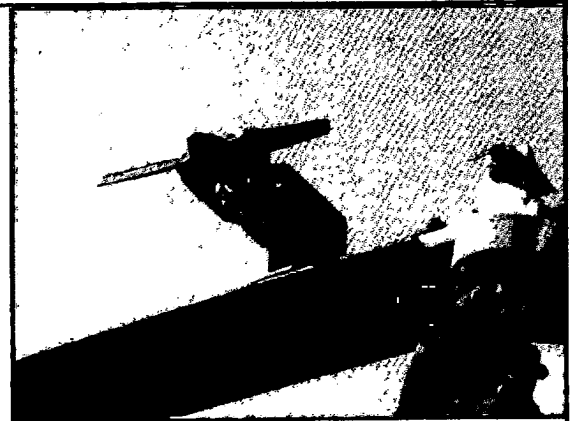
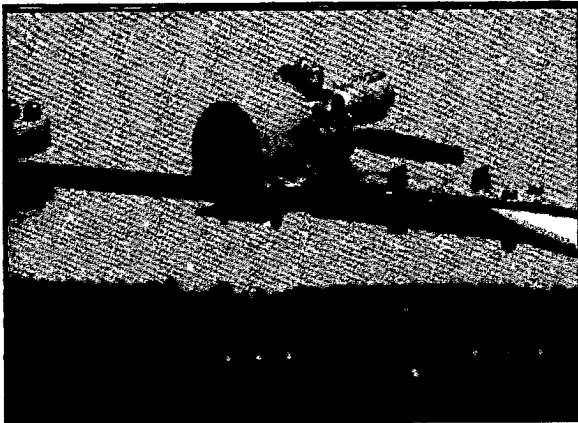
It is very important not to get too much air through the rotors before they pick up proper RPM or you will develop rotorflap which is just what it sounds like. The rotors must develop torsional stiffness before they can develop lift or flapping results. By reducing throttle and rotor angle of attack you can stop flapping before serious damage is done to the rotors.

In my Air-Command around 25-30 mph you feel the nose wheel start to get light and that is when you increase throttle and airspeed. At this point the nose wheel comes up and you tip back on the tail wheel. This is a good indication that the rotors are almost up to flying RPM and now you must start your balancing act on the main wheels. You may be at flying speed but your rotors are still gaining RPM, when they reach flying RPM you lift off in a level attitude at which time you can fly straight and level till you reach your climb out speed. By now your fixed wing buddies are already gone. Takeoff is one advantage fixwings have over a gyro, but that also depends on pre-rotator type and pilots ability. A gyro can get off the ground fairly quick but before you can climb out you must wait for rotor RPM to reach climb out speed.

Next month I will talk about short field and performance take offs. Feel free to contact me if you have a question or would like more info on this subject.

Keep em stiff, Rotors that is.

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A rear-view of an OS Max 40 glow-engine power pod, clamped to the hub bar of the Gyrobee Rotordyne blades. The power pod mounts the engine (and its muffler) as well as containing the fuel tank (8 oz.). In this installation, the power pods are located about 2 feet out on the hub, which turns out to be about the optimum distance.

NCWLF Calendar of Events

FEBRUARY 20 Chapter 75 Meeting

1:30 at the Wausau Downtown Airport. Special guest Tim Boganhagen.

MARCH 6, 1999 Wisconsin Ultralight Plane Safety Seminar

Mead Inn Wisconsin Rapids

APRIL 11-17, 1999 Sun n Fun

Lakeland Florida

JULY 28 - August 3, 1999 Air-Venture

Oshkosh

1999 Wisconsin Ultralight and Light Aviation Safety Seminar



PRESENTED BY:
Wisconsin Ultralight / Light Aviation
Advisory Council
and
Wisconsin Department of Transportation
Bureau of Aeronautics



Saturday March 6th, 1999

9:00 a.m. - 4:00 p.m. Free Admission

Mead Inn • 451 East Grand Avenue Wisconsin Rapids, Wisconsin

1 (715) 423-1500 • 1 (715) 422-7064 (Fax) • 1 (800) 843-6323 for hotel reservations

*** Special Safety seminar rates available
(Mention seminar when making reservations.)

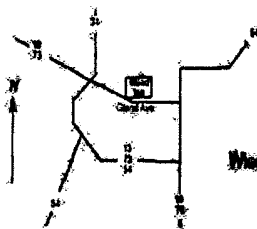
Registration 8:00 - 9:00

"First come first serve" registrants receive free Catalogues
(while quantities last)

DOOR PRIZES and FLYMART... Buy!!! Sell!!! Trade!!!

(Tons of door prizes!!!)

BIG TICKET RAFFLE ITEMS!!!!



Map of
Wisconsin Rapids

for more info, call:

- Harold Benloch (808) 271-7617 (W)
(820) 623-6457 (H)
- Ken Snyder (715) 423-1120
- Earl Gattney (414) 587-4406
- Chuck Stevenson (808) 752-4597
Flymart Coordinator

NCWLF Treasures Report January 1999

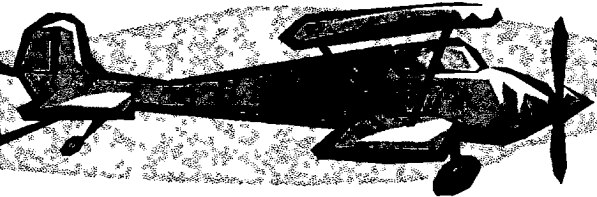


Balance Fwd	425.32
Deposits	
Calander Donations	160.00
Total	160.00
Disbursements	
Postage	19.84
Christmas Party Food (Ed & Sharons)	57.00
Calander Binding (Presto Prints)	41.15
Copier Repair (Mark Blume)	300.00
Christmas Party Gifts (Steve Krueger)	50.00
EAA Chapter Ins.	50.00
Total	517.99
Ending Balance	67.33

Buy • Trade • Sell

- ✈ Aerostat 340. Copycat of Quicksilver MX. Hobbs. EGT. RPM Compass. Altimeter. Strobe. 337 Rotax. Reasonable. John Riesinger (715) 536-8665 Merrill, WI
- ✈ 1983 Teratom Tierra I. 503 Rotax tach altimeter. Pilot enclosure. All instruments. Electronic fuel system. Too much to tell here. \$7,500.00 Hilary Omernik (715)-693-3231
- ✈ 1994 Quicksilver MXL Sport. Rotax 447 180 hrs tt. BRS 5 chute repack due 2001. He-man bar. Dual wing tip strobes. 3 blade IVO prop. Puddle Jumper amphibious floats. EGT. CHT. Tach. Always hangared. \$ 8,000 or trade up to two place. Dave St. Martin (715) 549-5265 Houlton, WI
- ✈ Quicksilver MXL I-3 axis. Controls, Steerable Nose wheel, Saddlebags. BRS soft Chute, Brakes, Gauges, 32 hrs on rebuilt engine. \$4,400. 414/563-9654.
- ✈ Challenger 1 447 with 20 hours since major. Loaded with all options professionally built always hangared. For full list of options call or contact me via e-mail. Asking \$9,600 offer. Don Petzold Wisconsin Rapids (715)424-2216 dpetz@tznet.com
- ✈ Hiper Light N8. 79 Hours. 447 Rotax. Contact Reinie Hirsch (715) 384-5073.

Join EAA Ultralight Chapter 75



EAA ULTRALIGHT CHAPTER 75
North Central Wisconsin Lite Flyers
Application Form for Membership and Subscription

Date _____

Name _____ Phone: _____

Address _____

City _____ State: _____ Zip: _____

USUA# _____ EAA # _____

Type of Ultralight you fly _____

Membership Due Schedule:

\$ 12 MAY	\$ 6 NOV
\$ 11 JUNE	\$ 5 DEC
\$ 10 JULY	\$ 4 JAN
\$ 9 AUG	\$ 3 FEB
\$ 8 SEPT	\$ 2 MARCH
\$ 7 OCT	\$ 1 APRIL

Mail Check Payable To:
NCWLF
P.O. Box 12
Schofield, WI 54476

Payment of dues affords me voting privileges, and a subscription to news updates

The newsletter is a monthly publication of the North Central Wisconsin Lite Flyers and is free to all club members. Send any comments, questions, suggestions, or items you would like included in the newsletter to: Mark Plume 15203 Short Lane Marathon, WI 54448

Or send e-mail to mblume@pcpros.net

Items received by the 5th are considered for that month's publication.