



# EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476



## Editors Notes

by Bill Markstrum

July turned out to be a double-up month in that it had not only two full moons (Blue Moon) but two significant flying events as well. Our usual third-weekend Saturday meeting was held at the Jakel/LaSee airstrip in Abbottsford. As always, this turned out to be a Mini-AirVenture, priming us for the big one in Oshkosh late in July. The Jakel/LaSee hospitality was, as usual, exceptional with plenty of food and beverage. The meeting was well attended and necessary legislative functions were passed despite mouths full of brats and hamburgers. President Steve had both good and sad news for us that day. The good news was that the long awaited Sport Pilot category had cleared all government hurdles and was about to become fact.

The sad news was that Jerry Nonnenmacher, a member of our chapter and the newsletter editor for our sister chapter 243, had died of complications following minor surgery. Jerry will certainly be missed by all of us in our flying community. Who will don Jerry's apron to flip the pancakes on Sunday morning at our Blume/Voss fly-in? Our thoughts and prayers go out to Jerry's wife and family.

We too will miss his smile and sharp wit.

Besides the chapter ultralights at Jakel/LaSee field, there were many powered parachutes waiting to fly in the evening calm. We were also honored by the

Do not go where the path may lead, go instead where there is no path, and leave a trail.  
*Ralph Waldo Emerson*

visit of two special aircraft, Tom Brown's beautiful Corvair powered Pietenpol and Ray Marvin's "original" orange and black Hatz biplane. Steve Krueger and Bob Payzer flew down from Boulder in Bob's Rans, temporarily on wheels instead of the amphibious floats. Several chapter members including myself were treated to a ride in the Rans that day. Bob, you've got a winner in that beauty! The airstrip was marked off for the bomb drop and spot landing contest and the battleship, "USS Porkchop" was set up to take hits from the torpedo bombers. I don't recall the overall winner of those combat sorties but I think we'll all agree that "Commander"

Lyle Banser had the loveliest co-pilot/gunner on his crew! Ron Detert and I managed only one day at this years

AirVenture, Thursday, July 29th. I got Ron to his 8:30 MiniMax forum on time and joined him there after parking the car. With only one day to hit items of special interest one really has to move out. I tend to make the ultralight area and it's venders a priority and areas further north as time and endurance allow.

Frankly, I was disappointed in the UL area for it's lack of innovation. There were the usual kit-plane companies and certainly several aircraft ready for the new Sport Plane category but where were the low budget ideas and kits for the entry-level builder? As an innovator type of person, I guess I'm looking for inspirational and that "What a great idea" discovery when I go to Oshkosh. I found that missing. The Legal Eagle and Double Eagle were basic, inexpensive aircraft and one very attractive scratch built plane out of Warren, Ohio was the black biplane called the "Zipster" from Raceair Designs. There were only nine hours logged on it so we weren't able to see it fly. I guess what I'm saying is, where are the Orvilles, Wilburs and Glen Curtisses of this day and age? Come out, come out wherever you are!

(Continued on page 3)

Vol 9, Issue 8  
August 2004

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Without weapons the USAF would be just another expensive flying club.

2004 NCWLFO FLYERS

**North Central Wisconsin Lite Flyers**  
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## NCWLF Treasurer Report June 2004

<b>Balance Fwd</b>	<b>\$ 806.77</b>	<b>Disbursements</b>	
<b>Checking Deposits</b>		Postage	16.28
Dues	48.00	Pioneer Day Supplies	48.00
Hats	20.00	Wi Dept of Fin Inst	10.00
Donations	1.00	<b>Total Disbursements</b>	<b><u>\$ 74.28</u></b>
<b>Total Deposits</b>	<b><u>\$ 69.00</u></b>	<b>Ending Balance</b>	<b><u>\$ 801.49</u></b>
		<b>Savings Balance</b>	<b><u>\$ 502.71</u></b>

**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**

- |                                     |   |  |  |
|-------------------------------------|---|--|--|
| <input type="checkbox"/> \$ 12 May  | <input type="checkbox"/> \$ 9 August    | <input type="checkbox"/> \$ 6 November | <input type="checkbox"/> \$ 3 February |
| <input type="checkbox"/> \$ 11 June | <input type="checkbox"/> \$ 8 September | <input type="checkbox"/> \$ 5 December | <input type="checkbox"/> \$ 2 March    |
| <input type="checkbox"/> \$ 10 July | <input type="checkbox"/> \$ 7 October   | <input type="checkbox"/> \$ 4 January  | <input type="checkbox"/> \$ 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)*

To quote Ralph Waldo Emerson, "Do not go where the path may lead, go instead where there is no path, and leave a trail."

I did spend some time with John Monett's son in their

booth. In addition to their well-known Sonex, they had the two-place version of my little Moni motor-glider on display, the "Xenos". What a long-winged beauty!

I hope you had more time at Oshkosh than I did but

however long or short your stay, that you carried away enough sights, sounds and knowledge to sustain you through the winter.

Bill Markstrum

## Basic Parameters of the Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft Rule

This is a synopsis of the definition of a light-sport aircraft category, the requirements to obtain a sport pilot certificate, and requirements to obtain a repairman certificate with a maintenance or inspection rating. For more complete details, see EAA's final analysis of the rule.

### Light-Sport Aircraft:

Maximum gross takeoff weight-1,320 lbs (599 kg.), 1,430 lbs. if float equipped.

Lighter-than-air light-sport aircraft maximum gross weight-660 lbs (300 kg.) Maximum stall speed-51 mph (45 knots)

Maximum speed in level flight with maximum continuous power (Vh)-138 mph (120 knots)

Two-place maximum (pilot and one passenger)

Day VFR operation only (unless the aircraft is equipped per FAR 91.209 and the pilot holds at least a Private Pilot certificate). Single, non-turbine engine only

Fixed or ground adjustable propeller

Unpressurized cabin  
Fixed landing gear  
Repositionable landing gear for seaplanes allowing the wheels to be rotated for amphibious operation.  
Can be manufactured and sold ready-to-fly under a new Special Light-Sport aircraft certification without FAR Part 23 compliance. Aircraft must meet ASTM (American Society of Testing and Materials, Int'l) consensus standards. Aircraft under this certification may be used for sport and recreation, flight training, and aircraft rental.  
Can be licensed Light-Sport Aircraft Experimental if kit- or plans-built. Aircraft under this certification may be used only for sport and recreation and flight instruction for the owner of the aircraft.

Can be licensed Light-Sport Aircraft Experimental if it was kit- or plans-built and operated as an ultralight trainers. Application must be submitted within 36 months after the effective date of the rule.

Will have FAA registration-

"N" number.

Aircraft category and class includes: Airplane (Land/Sea), Gyroplane, Airship, Balloon, Weight-Shift-Control (Trike Land/Sea), and Powered Parachute. U.S. or foreign manufacture of light-sport aircraft is authorized.

Aircraft with a standard airworthiness certificate that meet above specifications may be flown by sport pilots. However, that airworthiness certification category will not be changed to a light-sport aircraft. Holders of a sport pilot certificate may fly an aircraft with a standard airworthiness certificate if it meets the definition of a light-sport aircraft.

**The Sport Pilot Rule:** A sport pilot may exercise flight privileges in one or more of the following aircraft categories:

Airplane (single-engine only)

Glider

Lighter-than-air (airship or balloon)

Rotorcraft (gyroplane only)

*(Continued on page 4)*

## Next NCWLF Meeting August 21

Our next Meeting is on Saturday, August 21 at 8:30 pm (note the unusual time) at the Overflow area, UL 75 camp site, Lake of the Woods Campground, Wautoma WI. See attached flyer for additional details.

## Tuesday Night Fly Night

Wednesday is the Rain Date. We are always looking for your ideas on destinations. Get the word out to everyone. All club members, flyers and non flyers are invited to participate at our final destinations. We hope to see you in your neighborhood. Call Dan Marlenga 432-5990 or Steve Krueger 536-8828.

### August 10

Jakel Field, Abbotsford.

### August 17

Wisconsin Rapids. Alexander Field

*(Continued on page 4)*

## Tuesday Night Fly Night cont...

(Continued from page 3)

### August 24

Meet in Merrill 6:00 pm

Fly to Wayne Wayne

Podelwelt'z Air strip

### August 31

Antigo Airport

### September 7

Little Chicago Blume-

Voss Airstrip

### September 14

Bill Nighton's Airstrip

## Antigo Airport Construction

**Aug 12:** The entire airport closed as runway markings are removed from 8-26 and a temporary threshold is painted on.

**Aug 13:** The new taxiway (A) open and Runway 16-34 closed. Runway 8-26 in use, but shortened to 2583 feet. DAY VFR ONLY.

**Aug 13 to Sep 21:** Runway 16-34 closed.

## Basic Parameters of the Certification of Aircraft and Airmen for the Operation of Light-Sport Aircraft Rule

(Continued from page 3)

Powered Parachute Weight-Shift controlled (e.g. Trikes)

The sport pilot rule:

Creates a new student sport pilot certificate for operating any aircraft that meet the definition of a light-sport aircraft.

Creates a new sport pilot certificate for operating any aircraft that meet the definition of a light-sport aircraft.

Creates a new sport pilot instructor certificate. Requires FAA knowledge (written) and practical (flight) test.

Credits ultralight training and experience toward a sport pilot certificate. Credits sport pilot flight time toward more advanced pilot ratings.

Requires either a 3rd class FAA medical certificate or a current and valid U.S. driver's license as evidence of medical eligibility (provided the individual does not have an official denial or revocation of medical eligibility on file with FAA). Does not allow carrying passengers for compensation or hire

Allows sharing ("pro-rata") operating expenses with another pilot.

Allows day VFR flight only.

Allow sport pilots to fly vintage and production aircraft (standard airworthiness certificate) that meet the definition of a light-

sport aircraft.

**Sport Pilot Instructors:** The new sport pilot/light-sport aircraft rule:

Creates new sport pilot flight and ground instructor certificates.

Allows instructors to use ultralight exemption experience.

Allows conversion to sport pilot instructor status for ultralight instructors. Allows current CFI's to train sport pilots.

**Repairmen Certificates**

The sport pilot/light-sport aircraft rule creates a new Repairmen Light-Sport Aircraft certificate-with either a maintenance or inspection rating. To obtain such a repairman certificate, you must demonstrate a skill level sufficient to determine the aircraft is in a condition enabling safe flight, and for a Inspection rating-complete a 16 hour course on the inspection requirements of the particular class of light-sport aircraft; for a Maintenance rating-complete a course - 120 hours (airplane category); 104 hours (weight shift or powered parachute); 80 hours (glider or lighter-than-air) -- on the maintenance requirements of the particular class of light-sport aircraft.

Other LSA Maintenance Options

Maintenance--including all inspections on special light-sport airworthiness

certificated aircraft--can be completed by:

An appropriately rated mechanic-that is, A&P, IA  
An appropriately rated repair station;

A repairman (light-sport aircraft) with a maintenance rating, or

A certificated pilot (Sport Pilot rating or higher) may perform preventative maintenance.

Maintenance--including all inspections on experimental light-sport airworthiness certificated aircraft--can be completed by:

An appropriately rated mechanic-that is, A&P, IA  
An appropriately rated repair station; or

A repairman (light-sport aircraft) with a maintenance rating;

To perform inspections on your own aircraft, you must have a repairman's certificate (light-sport aircraft) with an inspection rating.

More extensive training can lead to a general repairman's certificate (similar to IA, inspection authorization) for operations such as dealers, manufacturers, etc. The rule, in its entirety, is available in [http://www.sportpilot.org/sportpilot\\_rule.pdf](http://www.sportpilot.org/sportpilot_rule.pdf)(452 pages, 950K).

## July 2004 NCWLF Minutes

The July 17th meeting of UL Chapter 75 was held at Jack LaSee's. Steve Krueger called the meeting to order. Introductions followed.

**Old business** Steve K. thanked the pilots from chapter 75 for winning the UL Log at the pioneer airport during the annual Ultralight Days. Lyle Banser was recognized for his overall win at the Gumps Fly-in.

**New business** EAA chapters 640 and 243 invited our

chapter to a fly-in at Chmiels airport near Rhinelander on Sun. July 18. Steve K. broke the news that the Sport Pilot ruling was released from the OMB. We all are waiting to see the printed version. We hope it will happen by OSH. Merrill Airport Days takes place on Sunday July 25. Boulder Junction Musky Days fly-in is August 7-8. Tomahawk fly-in is August 15<sup>th</sup>. Phillips Fly-in is Sept. 4-5. It was decided to hold the UL

competition after lunch. A moment of silence was held in memory of Jerry Nonnemacher who recently passed. A round of applause and thanks was given to our hosts of the day. Steve Norris gave the treasures report. The next meeting is at the Lake of the Woods fly-in on August 21st at 8:00 PM. Meeting was adjourned

James Shnowske  
Secretary



### Fly the Bluffs of the Mississippi

August 27-29 Fly the bluffs of the Mississippi River at Buffalo Wi. Land on the river or at Haeuser Field 44 14 14 N 91 51 08 W. Free shuttle service to the river (1/2 mile) for a boat ride to the LaSee house boat. Stay over night – sleeps 10 + floor + roof + tents + camp-fire + barges + stars etc... Grass strip 2000' 15 /33. Watch for irrigation stuff. Bring lawn chair. Pork Chops and music provided. Bathroom for the ladies. Jack and Dolly LaSee 715/223-4540 or 715/223-6324

## NCWLF Calendar of Events

### August 15, 2004 Tomahawk Airport Day

Tomahawk, Wi

### August 20 - 22, 2004 WI State UL Fly In

Wautoma, Wi Lake of the Woods

### August 21, 2004 Chapter 75 Meeting

Wautoma, Wi Lake of the Woods Campground. See full page flyer for additional details

### August 27 - 29, 2004 Mississippi Fly In

Mississippi River at Buffalo, Wi Jack and Dolly LaSee Land on the river or at Haeuser Field. See article for details 715-223-4540 or 715-223-6324

### September 4 - 5, 2004 Phillips Fly In

Little Chicago, Wi Sponsored by EAA Chapter 243 & EAA UL Chapter 75

### September 18 - 19, 2004 9th Annual Blume-Voss Fly In

Little Chicago, Wi Sponsored by EAA Chapter 243 & EAA UL Chapter 75

### September 18, 2004 Chapter 75 Meeting

Little Chicago, Wi Blume-Voss Fly In Joint meeting with EAA Chapter 243

### October 16, 2004 Chapter 75 Meeting

Crivitz, Wi

### November 20, 2004 Chapter 75 Meeting

Location TBD

### December 11, 2004 Chapter 75 Meeting

Location TBD

### December 13 - 20, 2004 Centennial of Flight

Oshkosh, Wi A Week of Activities Surrounding the Centennial of Flight 902-426-6108

### December 17, 2004 Centennial of Flight Banquet

Oshkosh, Wi Kate Robinson 920-426-6869 krobinson@eaa.org

Check these websites for other events  
[www.dot.state.wi.us/dtid/boa](http://www.dot.state.wi.us/dtid/boa)

*Calendar of Events is updated monthly.*

*Contact Tom Voss [tvoss@pcpros.net](mailto:tvoss@pcpros.net) to list events in subsequent newsletters*

## Buy | Trade | Sell

- ✦ Looking for a reasonable 85 or 90 hp continental engine with all accessories. Harv Kinderman 715 358-9 9 5 1 kayharv@newnorth.net
- ✦ 503 Rotax Provision 8 dual carbs , single CDI , new oil injection and recoil, needle bearings, aprox. 6 hrs on engine, has throttle and oil pump cables on it, new Y exhaust pipe. \$1,000 obo Pat Kenny 715 479-5036
- ✦ Acro Sport biplane, needs engine and some instruments. Hangared at the Wausau Airport. \$8,500 Bill 842-7573.
- ✦ I have the muffler and various mounting brackets for a Quicksilver. Everything is painted and looks very good. New muffler is over \$350, make an offer. Ron 715-665-2 4 3 1 rpurvis@purvisgrp.com
- ✦ StarLite Tail Dragger Selling due to 2 place upgrade Single seat rocket N112SL 120mph cruise 45mph stall Built 1986 featured in Sport Aviation Mag of that year. Rotax 447 dual carb, appx. 30 hours, aux.power outlet, electric fuel pump, inline pulse pump Condition inspection complete 9/9/03 \$8500 Firm Call or E-Mail for more info and pics.Steve Magdic 262-820-9938 steve.magdic@lpsg.com
- ✦ Looking for a long ratio C or E box for Rotax 503 DCDI 2.88 or 3:1 Richard Penney 715 235 -2190
- ✦ 2001 Aventura HP503 Factory Built, < 50 hours, several extras! Rotax 503 dual CDI with duel Bing Carb upgrade. Electric flaps, electric starter, Ivo prop. BRS-750 soft-pack (\$1,835 value) Airspeed, Alt, RPM, CHT, duel EGT, VSI. Wing tip strobes bilge pump and extra Aux switches. Included not yet installed Auxiliary electric fuel pump, fuel gage, oil injection kit with mounting hardware. Not included but negotiable Comtronics Aero Pro-500 Helmet/Headset (\$500 retail),custom push to talk in joystick, Icom A-22 adaptor, Ram radio/GPS mount, secondary 12 Volt independent accessory power supply, always hangered Make Offer. Willing to sell with or without engine. Steve Norris 715-675-2876 7 1 5 - 5 5 1 - 8 6 0 6 steve4022@charter.net
- ✦ Wanted: Used handheld or base aircraft radio. What I would really like is the older handheld STS radio, but it wouldn't have to be. Jeremy Viegut 715-613-6548 after 3:30 pm sir\_jeremy@yahoo.com
- ✦ 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](mailto: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 573-3 4 8 - 4 6 5 4 rbeller@midmo.com
- ✦ 1992 Challenger 2 503 Rotax engine, updated wings, new puddle jumper floats with retractable wheels. BRS chute, new windows, fiberglass nose cone, flapperons, strobe lights, ski hardware, extra balloon type tires with hydraulic brakes. and held Delcom radio, instruments, and much more. \$ 15,500 or best offer. Glenn Wagner 7 1 5 - 4 5 3 - 8461.Glennsnr71@klinktech.net
- ✦ 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, WI

**9<sup>th</sup> Annual WI Statewide  
Ultralight Fly-In /Camp-out  
August 20,21,22, 2003**

**Lake of the Woods Campground Wautoma, WI**

**By Car: 10 miles South of Wautoma Hwy. 22.  
West on JJ 2¼ miles to 14<sup>th</sup> Ave. South 1 mile to campgrounds.  
(Watch for signs- Lake of the Woods Campground)**

**22200' and 1800' intersecting Runways (N 43` 58` 17)(W 89` 20` 38)  
Unicom 122.9**

**Wautoma Airport is the Alternate (N44` 01` 50)(W 89` 18` 27)**

**Camp Under Your Wing \$5.00 Per Night (Special Area No Hook Ups)  
Family Camping With Unit \$10.00 Per Night (By your Plane No Hook Ups)**

**20 Acre Private Lake-Paddle Boat and Canoe  
Heated Swimming Pool / Free Showers / Volley Ball  
Mini-Golf / Horseshoes / Restaurant  
Gasoline Available –Bring your own Oil**

**Saturday Night Entertainment**

For More Information contact: Lake of the Woods Campground 920-787-3601  
Event Chairman: EAA UL75 Steve Krueger 715-536-8828 kruegerfly@aol.com  
EAA UL Chapter 75 On the Internet: <http://www.pcpros.net/~tvoss/>



Mark Hanson: HOME (920) 822-1140 WORK (920) 730-0205 M/F

# FALL FLYING FIASCO 04

Sat Sept 11th

Sat Breakfast Fly-Out 7:00 am

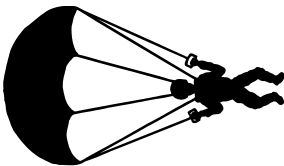


“HANSON FIELD”

5MI NORTH OF (92C)



N 3238 GREENVALLEY RD. PULASKI WI



# Jumpers

RUNWAY 9/27...WATCH FOR TOWER 2 MILES NORTH!

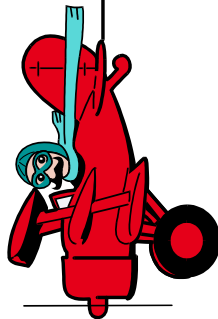
(GPS COORDINATES N44°41.950 W088°15.785)

10:00 AM - 4:00 LUNCH SERVED 11:00

\*\* FRI NIGHT CAMPING AVAILABLE \*\* BATHROOMS \*\*

AIRPLANE RIDES !!! BON FIRE!!!

**BRING A DISH TO PASS !!!**

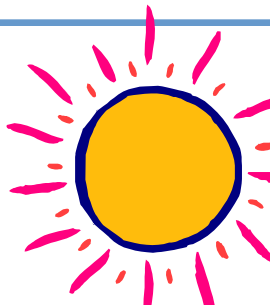


Money split between Shelley  
Marlenga Scholarship Fund &  
Chapter 41



FIFTH  
ANNUAL







# 9th Annual Blume-Voss Fall Fly-In

SEPTEMBER 18 & 19, 2004  
 15203 SHORT LANE  
 LITTLE CHICAGO, WI  
 (715)443-2835

1,200' X 75' GRASS STRIP  
 PARALLEL TO SHORT LANE  
 (N 45° 01.414) (W 89° 49.789)  
 POWER LINES ON EAST END



## SATURDAY SEPTEMBER 18

- FLYING FROM 1:30 TO SUNDOWN
- 1:30 - EAA CHAPTER 243 & EAA ULTRALIGHT CHAPTER 75 JOINT MEETING
- 2:00 - LUNCH SPONSORED BY EAA CHAPTER 243
- 7:00 - DINNER SPONSORED BY EAA ULTRALIGHT CHAPTER 75
- BRING A DISH TO SHARE

**AFTER DARK  
 AROUND THE CAMPFIRE  
 LIVE MUSIC  
 JJ SMITH, JIM  
 SHNOWSKE, MARY BANSER  
 OPEN MIKE**



**BRING A LAWN CHAIR, A BLANKET,  
 AND YOUR FAVORITE BEVERAGE**

## SUNDAY SEPTEMBER 19

- 8:30 AM PANCAKE BREAKFAST SPONSORED BY EAA ULTRALIGHT CHAPTER 75



**CAMPING AVAILABLE  
 (NO HOOKUPS)**

**BY CAR: From Wausau**

**Take Hwy 29 West 10 miles to Marathon City.  
 North on Hwy 107 6 miles to Short Lane.  
 East on Short Lane 1/2 mile.**



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WE'RE ON THE WEB  
<http://www.pcprios.net/~tvoss>

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PO Box 12  
Schofield, WI 54476

EAA UL Chapter 75  
North Central  
Wisconsin Lite Flyers

