



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

Editors Notes by Bill Markstrum

The first page of my rough draft has been crumpled up and discarded. It sounded too complaining about how fast summer and life in general is flying by. Most of us take on too many commitments plus the aging process requires a great deal more bodily maintenance. That is certainly the case in our house. I expect to miss Bobby Payzer's hospitality during "Musky Day" this year

due to such bodily maintenance for both Dee and me. Have fun and eat a Darko wing for me.

As in the past couple of years, Ron Detert and I made AirVenture a one day excursion. We no longer have the camping convenience of my old van, plus both of our wives being ill at home. Ron viewed the aircraft displayed from the transit on his way to buy a fresh pot of T-88 glue in one of the sales buildings, then later camcorded the airshow. He also got caught in the Wednesday afternoon rain shower. I was luckier, being undercover during Timm Bogenhagen's excellent seminar, "Getting Started in Ultralights".

My primary aircraft interest these days are ultralights, due to a failed medical. In recent weeks I ordered and received a book written by a husband and wife team in California, Carol and Brian

Carpenter. Their experience and credentials are excellent as is their second-edition publication, "A Professional Approach to Ultralights, Updated for Sport Pilot". Call me if you need information on obtaining a copy. As Timm's seminar ended, both of the Carpenters came into the tent

The ultralights we used to soar
Have gone the way of the dinosaur

to set up for their follow-up presentation so I got to meet both of them.

Being an older citizen (senior citizen?) myself, I got a chuckle about Brian teaching his dad to fly ultralights. As Brian said, sometime we have to unlearn old habits. Brians dad did well in the air, would line up with the runway, flair and touch down on the centerline. As the plane would slow down, time after time the plane would veer to the left. Brian asked his dad what that was all about, to which his dad sheepishly replied, "Well son, when it slows down I tend to push in the clutch!"

The day we went to AirVenture it was hot, so I paced myself and never went north of the Ultralight Barn. That's why I make the annual trek to Oshkosh, to see what's new in ultralights and engines. Ron ran into chapter member Harold Benisch at

the UL barn and he expressed my feelings perfectly, "There's nothing here!" That applied to both planes and vender's wares and planes. I get the feeling that venders can't afford the high cost of renting a sales spot plus the transportation cost, etc. Lets hope this can be rectified.

There was one plane parked in the ultralight tie-down area that was a real attention grabber, and that was Timm Bogenhagen's MiniMax. There's a fine picture of Timm's plane on page 50 of the August Sport Pilot. I'd love to see Timm flying formation with Steve Krueger's Mini, that would be a sight to see. Perhaps the video Ron took of Timm's plane will be available at our next meeting. Naturally, seeing Timm's completed plane was a boost for Ron's own MiniMax project, you know, the one made from our aluminum cans!

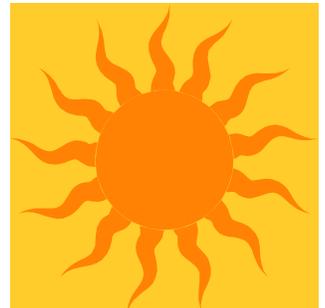
The high point of my Oshkosh visit was spending a few minutes talking to EAA Editor, Mary Jones. We have known each other since she picked up on my song about ultralights, publishing it in the "Experimenter" and naming it the "Ultralight Anthem". I happened to have a copy of the modified verse I had written and gave it to her, to

(Continued on page 3)

Vol 12, Issue 8
August 2007

Inside this issue

Editors Notes	1
Treasurer Report	2
Officers	2
Membership Form	2
Next Meeting	3
Who Invented the Ultralight	3
Sweet Corn Roast	3
Welcome	4
From the Archives	4
Calendar of Events	4
Buy Trade Sell	5
Musky Day Fly-In	7
Wi State Light Aviation Fly-In	8
Labor Day Weekend Sweet Corn Roast	9



Editors Notes cont...

(Continued from page 1)

wit:

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

Having Mary's attention only briefly, I voiced my opinion

on the recent EAA publications which now seem totally devoted to light

sport aircraft. I especially decried the loss of the

Experimenter magazine, which to me, was what EAA

was all about. It featured aviation history, and how-to

technical data for the home builder. Mary said they were

increasingly aware of the imbalance in their

publications and that they were "adjusting" their

contents. Lets see what happens!

As Ron and I drove back to Wausau that evening,

through two cloudbursts, we discussed the days

happenings and the poor showing of ultralight planes

and related products. Relaxing on the trip home, I

suggested he put a tape in the player. He selected a

Peggy Lee tape and after a few minutes a song came on that both Ron and I agreed was the theme song for the ultralight area, "Is that all there is?"

I ran into Syd Cohen after he returned from AirVenture and he had an interesting story to tell. He said an older gentleman stopped by to admire his Ercoupe. It seems the man had fallen in love with the Ercoupe many years ago. He said that he had been "involved" with ultralights for many years but was now planning to fly LSA's. As the man was about to leave, Syd introduced himself, as did the man. He said his name was Homer Kolb!

This morning I received a nice note from chapter member Don Mahn of Wild Rose. You will recall he is building a Corvaair powered Pietenpol. He had attended the Pietenpol fly-in at Brodhead Wisconsin. He certainly came away from that adventure with more enthusiasm than I did from AirVenture. The most unusual Piet there, he said, was one powered by a seven cylinder Rotec radial. I hope you took pictures, Don. We

look forward to seeing them and your project at our upcoming meeting at Wild Rose.

Last week I was on a mission for my VFW Post. I delivered a check from our post to the band director of the D. C. Everest high school for new band uniforms. When I arrived I found him on the football practice field, drilling the band on marching techniques and precision maneuvers. Not wishing to interrupt, I watched their workout. At one point the director made a statement that I thought applied perfectly to flying. He said that we often hear the axiom, "Practice makes perfect" but that was not what he was trying to achieve for the band. He wanted them to perfect their movements until "Practice makes permanent". A good bit of advice for flying maneuvers and landing techniques. (i.e. Don't push the clutch in too soon!)

Bill Markstrum

Who Invented the Ultralight?

No one person invented the ultralight. John Moody is credited as being the first to bring attention to very light aircraft in 1976, this is one event that lead to the FAA's creation of the ultralight category and Part 103 (the rules that cover ultralights) published in 1982.

John Moody of Brandon, FL is widely recognized in the ultralight industry as the "father of ultralights". In a foot launched McCulloch 101 powered Icarus II hang glider on July 27, 1976, John was the first to demonstrate ultralight aviation at the annual EAA fly-in

convention in Oshkosh, WI. From that point forward the world of ultralight aviation has grown.

Timm Bogenhagen
EAA Ultralights

Next NCWLF Meeting August 18

The next Chapter 75 Meeting is on Saturday August 18 1:30 at the State Ultralight Fly In at the Wild Rose Airport. Hope to see you there.

Sweet Corn Roast

I would like to invite all Chapter 75 members to my 15th annual sweet corn roast. This possibly could be the last one, it's getting to be a little much for me to handle. I know that any of you that have made it in the past have enjoyed yourself. The main corn roast is Saturday, Sept 1 at 3:00 PM. You can come and spend the weekend; many do arrive on Friday afternoon or evening. Rough camping, no electricity or water. Hope to see many of you

Harold Benisch

From the NCWLF Archives

Editors Notes—August 1996:

Less than a week has gone by since we returned from Oshkosh but the sights and sounds of that wonderful pilgrimage are still fresh and I am sure will remain so for many months. This year my wife and I were fortunate enough to spend four and a half days parked in Ollies Campground thanks to John Reisinger's arranging reserved camping spots with his friend Ollie. Thanks John! The location was ideal since it adjoins the ultralight area and is just a fence away from the airshow and all activities with the "heavy iron" as well.

As always, there was much to experience and learn all over the field, especially so in the ultralight area. Morning and evening UL flights were as much fun as the airshow itself. Not to be outdone by the noise of the big show, the jet-powered Mitchel Wing frequently flew but only for fifteen minutes on

(Continued on page 5)

Welcome Tom Seversen

You never know where or when you might recruit a new chapter member. Tom had flown up to Wausau from Waupaca one morning recently, with a friend. They were sharing coffee and donuts with the usual Wausau coffee crew when I came in. We got acquainted quickly and he mentioned he had a homebuilt he wished to sell. I offered to advertise it in our chapter newsletter and

gave him a copy of our latest one. Last week he sent me his chapter dues for the rest of the year. You'll find the ad for his plane in this issue plus a picture of what he describes as a modified High-Max. Is Tom a Qualified builder? He is a member of EAA chapter 444, is a Technical Counselor and conducted a wood fabrication shop for EAA at this years AirVenture. Flying

experience?

A little! B-24 Aircraft Commander and Stratofortress B-29 pilot that flew out of Saipan in the South Pacific during WW-2. He is, as they say on TV, "A person of interest!". We hope you can make it to our Wild Rose meeting, Tom, so everyone can get to know you. Welcome aboard Lt. Seversen!

Bill Markstrum

2007 Calendar of Events

August 12, 2007 Musky Day Fly In

Boulder Junction Airport R.J. Payzer 715-385-2979

August 18, 2007 Wild Rose State UL Light Plane Fly

Wild Rose Airport

August 18, 2007 Chapter Meeting

Wild Rose Airport 1:30

September 1-2, 2007 16th Annual Sweet Corn Roast

Mathaire Airport - Labor Day Weekend

Harold Benisch 608-279-6829

September 8, 2007 Merrill Airport Day

Merrill Airport 8:00 - 4:00 Food and Fun all day

Steve Krueger 715-536-8828

September 14-16, 2007 Powerchute Extravaganza

Largest Powered Parachute FlyIn in the World, Marks Park, New London

September 15, 2007 Fall Fly In

Flying O Field, Ringle with 243 & 640.

8 miles east of Wausau Terry & Judy Oestreich

September 15, 2007 Chapter Meeting

Flying O Field, Ringle

October 20, 2007 Chapter Meeting

Paul /Sue Buss Norrie Brook Field Eland

November 10, 2007 Chapter Meeting

Abbotsford Jim Jakel Red Barn

December 8, 2007 Chapter Meeting

Christmas Meeting 243 & 640 Merrill Airport

*Calendar of Events is updated monthly. To list events in subsequent newsletters contact
Thomas L Voss - 15203 Short Lane Dr - Marathon, WI 54448
tvoss@pcpros.net*

Buy Trade Sell



✧ Tom's Hi-Wing Scratch built & highly modified from HiMax plans. Certified 06. 1700 vw hand start. Steel Landing Gear, Big Wheels & Brakes N248TS \$6,700. Tom Seversen 715-982-2203

✧ Chinook WT II, single place, enclosed cockpit \$1,500 Connie Balis Deerbrook. 715-627-7438

✧ 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.

✧ 2001 Slipstream-Revelation Certified E-LSA N7500X 204.4 Hrs TTSN Always Hangared 100HP Rotax 912ULS uses 3.9 GPH auto fuel from 23 Gal tanks at Cruise Vertex Radio Air-Map 1000 600# Load Capacity Hands on Fun to Fly Asking \$28,500.00 Bret Taplin 715-341-4093

✧ 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

✧ Rotax 503 Dual Carbs, CDI Dual Ignt Oil Mix, Muffler & Throttle Cables. 320 hours rebuilt at 280 hours. \$2,000 Helmut Jungerman 715-873

-4667 after 7:00 pm

✧ Challenger Reduction Driver & Dash with Gauges, Dual CHT, Dual EGT, Altimeter, Air Speed Indicator, Hour Meter & Dual Ign Lock. Helmut Jungerman 715-873-4667 after 7.00 pm

✧ 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



✧ 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
(Continued on page 6)

From the NCWLF Archives cont...

(Continued from page 4)

one tank of fuel. It was facetiously announced they were working on an air to air re-fueling method! Also, congratulations to Sid Cohen for Best Ercoupe among twenty or more at Oshkosh.

My wife and I were particularly impressed with the camaraderie and helpfulness of everyone, even in the

campground. And then there were the after-hours social activities! More than a dozen of our chapter members

gathered in the area of Steve Krueger's "Headquarters Tent"; complete with NCWLF sign and flag, on Saturday for fellowship, snacks, and beverages. Yours truly brought his old squeeze box and after several songs, introduced the "Ultralight Song" I wrote for our chapter. This seemed to be a hit and we practiced the words until our camping neighbors said, "Enough Already!".

It was decided that those

(Continued on page 6)

From the NCWLF Archives cont...

(Continued from page 5)

members still in Oshkosh on Sunday night would all attend the UL pig roast at the nature center and we would present our song to the UL world. The food and brew were excellent and when the band took a break the "Ultralugs" did their song to much applause from the over four hundred present. We may be the new kids on the block but we made them aware of Chapter 75! Mary Jones the editor of the *Experimenter* will publish the song in a forthcoming issue of the magazine.

It was pointed out several times during UL activities at Oshkosh that it was only twenty years ago since John Moody showed up with his foot launched, powered "Easy Riser." What a long way the Ultralight movement has come since then. Let's keep nurturing the movement in our ranks and encourage the government to do the same by keeping our safety record above reproach.

Bill Markstrum

Buy Trade Sell cont...

(Continued from page 5)

- 503 UL DCDI. Tennessee 54x37 prop. 321.0 tt. Last annual 12-01-06. Last engine inspection at 155 hours. Asking \$10,000 obo - 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
- ↪ Challenger single place complete rebuilt 503. Many extras. Low time airplane. Always hangared. Currently in Merrill. \$9,000 obo Gary Waldvogel 715-627-7771.
- ↪ 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
- ↪ 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
- ↪ Acro Sport biplane, needs engine and some instruments. Hangared at the Wausau Airport. \$5,500 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
- ↪ Titan single place, custom paint, jump seat option. BRS 5 chute. Full instrumentation. Wheelen Strobes, Electric Flaps, Rotax 503 \$11,995 or \$8,995 W/O engine. Tim Hannagan 920-734-8682 photos@timhannagan

MUSKY DAY
LAND & SEA FLY-IN
BOULDER JUNCTION,
WISCONSIN
SUNDAY AUG. 12, 2007

"10th ANNIVERSARY"
HONORING JACK VILAS

1915 PIONEER NORTHWOODS
FIRE PATROL PILOT

** FAMOUS DARKO CHICKEN PLUS
SHOW FOR PILOT AND CREW 1PM*

**SEA PLANE DOCK & TIEDOWNS*

** FREE TRANSPORT TO TOWN*

ACTIVITIES 9AM-2PM

BOULDER JUNCTION AIRPORT(BDJ)
CTAF 122.9 - 1000 AGL PATTERN
NO FACILITIES, FUEL ON REQUEST

CONTACT: R.J.PAYZER 715-385-2979
rjpayzer@centurytel.net

3rd Annual Wisconsin State Light Aviation Fly-In

**Wild Rose Airport
W23, Celebrating our 60th year**

August 18, 2007

*Powered Parachutes, Fixed Wings
Powered Para Gliders, Trikes, Light Sport*

*Camping Available Friday and Saturday
\$ 5.00 per night
Proceeds benefit the Wild Rose Airport*

*Music and Campfire at dusk on Saturday
Bring Your Favorite Instrument and Play Along*

*Runways: {18 & 36 1700'} {9 & 27 3000'}
Coordinates: N44.11.87 W89.13.07
Unicom 122.800*

***Sponsored By
EAA Ultralight Chapter 75***

Contact Event Chairmen for more information
Brett Wilke (920) 622-4852
Steve Krueger (715) 536-8828
kruegerfly@aol.com

16TH ANNUAL SWEET CORN ROAST



**AT MATHAIRE AIRPORT
LABOR DAY WEEKEND**

Hosted By:

HAROLD BENISCH 608-279-6829

ALFRED NELSON 920-992-5305

ED HABERL 920-723-2740

Main Corn Roast

Sat. Sept. 1st 3:00pm

Leftovers Sunday At Noon

Free Camping (No Hookups)

Come Friday Evening or Saturday Morning

Stay Until Monday If You Like.

Traffic advisories 122.9

Left traffic both runways - look for the arrow midfield

5 MILES S.W.OF COLUMBUS ON HWY 73

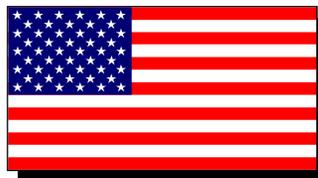
N.S.2800 FOOT RUNWAY 1 ½ MILES WEST OF THE

BLUE POWER LINE POLES

CO-ORDINATES: N43-15.51 W089-03.99



PO Box 12
Schofield, WI 54476



Other EAA Area Chapters

EAA UL 1 Milwaukee
Steve Magdic
262-820-9938
steve.magdic@1psg.com

EAA UL 41 Oshkosh
Tim Hannagan
920-734-8682
photos@timhannagan.com

EAA 243 Wausau
Joe Malsak
715-536-5266
joeand-jody@charter.net

EAA 640 Gleason
Harry Gladwin
715-453-8669
hnglad@newnorth.net

EAA 992 Marshfield
Dave LeVoy
715-676-2282
(No e-mail)