

North Central Wisconsin
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Lite Flyers

NOVEMBER 1997

EAA Ultralight Chapter 75

President: Steve Krueger
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Editors Notes

I never complain about the view from my office window overlooking the Wausau Downtown Airport but the view from my present "office" is even better. I'm looking down through puffy cumulus at the beautiful farmlands of Wisconsin enroute to CWA. By way of explanation I made a solo drive to Houston over the weekend and caught a return flight with United on Sunday evening. The connecting flight to CWA was slightly overbooked so I volunteered to stay over for the Monday am flight. Free Hilton room, free meals, and \$300 in travel vouchers - poor soul!

Last months meeting at Mark Blumes and Tom Voss' place was a great success. Despite very gusty conditions we had a lot of planes on the field. "Squadron Commander" Krueger shepherded all of the northern contingent to the field and following the meeting, switched from his Mini Max to the MXL-II to give demonstration and instruction rides. Mark Blume entertained members and visitors with his mastery of the Air Command Gyro. It's reported that Dick Lee may have set a new UL speed record on his return downwind flight to "Lee International" at Nokomis!

The high point of the regular meeting was Steve Krueger presenting a plaque to Reinie Hirsch expressing the chapters appreciation of Reinies long standing support and encouragement of the local UL movement. Thank you Reinie and thank you John Verfuert for your involvement in sponsoring this timely award to the founding father of the Lite Flyers.

The colder, windier days of late autumn have definitely curtailed the UL activity around the Wausau Airport. However, on one of the last warm days in mid-October, I was painting the house when I saw Rich Papa take off and fly over the house. A few minutes later he came over again, much higher than usual. And yet a third time when I could hardly hear the Rotax and he was but a dot in the sky. He later told me he had gotten to 8500 "cold feet"! Duck hunting was on at the time and I suspect he wanted to stay out of shotgun range!

I was about to wrap up my comments this evening when I became aware of a great deal of activity at hangar 21 at the airport. I can't breach my security clearance by reporting what I saw in "Marlenga's Skank Works" but he promises a roll-out of his "unwealthy stealthy" at our next meeting so you'd best be there.

Build it well and fly it right -
Bill Markstrum

Next Chapter 75 Meeting

Saturday November 15th 1:30 p.m. at the Wausau Downtown Airport. Topic - Project Update. Bring your pictures, a rudder, elevator, or whatever for Show & Tell. Hope to see you there.

Thank You! Thank You!

Thank You for my surprise honorable mention, and for the beautiful plaque. I was lost for words when I was called up front at our last Chapter Meeting. Thought I did something wrong. And thanks to my buddy flyer John Verfuert, the leader of this all. So to all my club flyers - Blue skies and may gentle winds be always at your back.

Many Thanks
Reinie Hirsch

p.s. Would like to invite all the club to a fly-in party. August 21, 1998 Friday night - stay over. Saturday August 22 fly-in all day. Polka time night. Sunday August 23 my 72nd Birthday party and fly home!

The End of the Flying Season, or is it ?



At our last club meeting at Mark and Tom's we did lots of flying and had lots of fun. When we put our GT away that evening it truly was the end of our flying for this season. On Oct. 21st. the tear down began with myself, Steve Norris, and Gordy Radtke turning wrenches and disconnecting the Rotax 503 that has served us so well. The idea was to use the 503 on my little Mini-Max that was purchased this spring but didn't have an engine. That night we set the 503 on the Mini-Max and here is the rest of the story.

With the help of Jack LaSee the gearbox was repaired and returned in very short order. I placed a call to Team for a brake kit and it arrived a few days later. The work began with the installation of the brakes, continued with the removal of the tail to check all bolts and such. With the help of Rich Papa and Gordy Radtke the wiring was completed in a couple of evenings. Steve Norris helped with the brakes and tail section while Don LaSee (Jack's brother) machined a spacer needed for the electric start. On Oct 31st. Steve Krueger flew down to the Wausau airport to torque the main gear for the gearbox.

There is still many hours of work ahead of me but with the help of all the club members and my good friends the job has been fun and educational. My many thanks Tony Borchardt and all the others who helped and gave support to this project.

On November 15th, which is our next meeting, I hope to have the Max ready for its maiden flight. After the meeting Steve (Top Gun) Krueger has volunteered to test fly the Max, so God willing and with the help from many friends the newest UL in the club will be flying. I hope you can all make it to share in my excitement.

We will also have a planning meeting for the group going to Sun-N- Fun this next April, at 12:30 p.m. before the Club meeting in the Wausau Terminal Bldg. Nov. 15th 1997.

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 _____

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

Membership Due Schedule:	
_____ \$ 12 MAY	_____ \$ 6 NOV
_____ \$ 11 JUNE	_____ \$ 5 DEC
_____ \$ 10 JULY	_____ \$ 4 JAN
_____ \$ 9 AUGUST	_____ \$ 3 FEB
_____ \$ 8 SEPT	_____ \$ 2 MARCH
_____ \$ 7 OCT	_____ \$ 1 APRIL

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

Buy · Trade · Sell

- ✦ Super Ace, single place parasol 75% completed. Fuselage welded and primed, tail feathers complete as are the built-up wooden wings. Asking \$8,300. Bill Flynn - Schofield (715) 359-3737. (Ed note: I know the builder and I've seen the plane. What a beautiful piece of workmanship. All it needs is covering assembly and an engine. Let's keep this one in our area.)
- ✦ 582 Rotax DIDC with 2.58 "B" box and electric start. It has 3 hours running and radiator is included for \$4,000. Bob Lapp - Land O Lakes (715) 547-3767
- ✦ Kolb MKII 503 single carb 2 seat Ultralight. \$6,500. Dave LeVoy - Stratford (715) 687-4120.
- ✦ 1983 Rotec Rally Sport. 503 engine. Factory pod with instruments. Skis. \$ 3,500. Bob Paustian 715-675-7800.
- ✦ 503 Rotax with dual carb set up. 1996 Pop-up camper. Call Pat Kenny for details on these items (715) 479-5036
- ✦ 1983 Rally 2B with new 447 Rotax elec start. New wings. BRS Chute. Loaded. \$ 3,000.00 obo Gordy Radtke (715) 359-5343
- ✦ 1987 Para Plane Mod Pm2. Needs engine work. \$1,500.00 Tom Ryan (715) 453-5201. Please call after dark.
- ✦ 1983 Teratorn Tierra I. 447 Rotax tach altimeter. Pilot enclosure. All instruments. Electronic fuel system. Too much to tell here. \$7,500.00 Hilary Omernik (715)-693-3231
- ✦ Avid Flyer, Model B. Contact Erling Uttech 3917 Simmonis St. Stevens Point, WI 54481
- ✦ 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.
- ✦ Fischer 202 Koala. 86 hours total time. 277 cc Rotax engine. Call John Verfuierth 715-387-3856
- ✦ Challenger II. 274 Hours. 503 Rotax. Hiper Light N8. 79 Hours. 447 Rotax. Teratorn TA. 64 Hours. 298 Rotax Twin. Contact Reinie Hirsch (715) 384-5073.