

EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

Editors Notes

Another cool, rainy morning not well suited to outdoor projects or flying so I had best concentrate on writing my contribution to our June newsletter. Again I have had to depend on Ron Detert's beautiful video coverage of the May 19th. chapter meeting at John Verfuert's air strip in Spencer. That happened to be the weekend our VFW post sells Memorial Poppies to raise funds for various veteran's programs. I'm the Chairman so I had to be there. We did very well but I would rather have been in Verfuert's field of blowing dandelions than in Flanders fields of poppies. John, I noticed a really good crop of those things on Ron's footage. There seems to be a correlation of theories here,

the grass is always greener over the septic and the dandelions are always bigger over the pipeline under John's field. It looks like everyone had a beautiful day at a great facility. Thanks John!

Why not go out on a limb, that's where the fruit is!

Dan Marlenga conducted the meeting in Steve Kruegers absence and made several announcements regarding up-coming events such as our weekend at Pioneer Airport and Merrill Airport Days on August 5th.

Dan, of course, is a prime mover in the annual Pioneer

Day event at Oshkosh and it behooves all of us to give him our support whether on the ground at the field, transport of equipment or "Top Gun" performances in the competition. Lets bring our "Flight Log" trophy home where it belongs. Our glorious leader, Kapitan Krueger, can't be there for the competition this year so the rest of our pilots will have to rise to the occasion.

It was also time for voting-in chapter officers for the coming year. Final tallies were as follows: President; Steve Krueger, Vice President; Dean Turner, Secretary; Dodie Neubauer, Treasurer; Steve Norris. We congratulate Dean and Dodie in their

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June 2001

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FAA Administrator Signs Off on Sport Pilot / Light Plane Proposal

EAA has learned that FAA Administrator Jane Garvey officially approved the Sport Pilot/Light Sport Airplane proposal and that final preparations are being made for its delivery to the U.S. Department of Transportation. "It's been signed by the Administrator," said Sport Pilot Project Manager Sue Gardner on May 22. She added that final preparations are being made before it is

delivered to the DOT. Once received, the DOT will have up to 60 days to review Sport Pilot/Light Sport Airplane before forwarding it to the Office of Management and Budget, which also has up to 60 days for review. EAA is in close contact with agency officials and will post the latest developments as they occur here at www.eaa.org. EAA recently announced plans for a new Sport Pilot

Center at EAA AirVenture Oshkosh 2001, July 24-30. The exhibit will be located across from the FAA building and provide the latest information on pilot certification, qualifying aircraft and flight training requirements. To learn more about Sport Pilot/Light Sport Airplane, visit EAA's Sport Pilot News on the web.

Perspective

If you can attend a church meeting without fear of harassment, arrest, torture, or death... you are more blessed than three billion people in the world.



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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:

Tom Voss
15203 Short Lane
Marathon, WI 54448
tvoss@pcpros.net

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

NCWLF Treasurer Report
May 2001



by Steve Norris

Balance Fwd		\$ 783.57
Deposits		
Dues	\$ 240	
Total		\$ 240.00
Disbursements		
Copier Repair	\$ 229.31	
Postage	23.46	
Total		\$ 252.77
Ending Balance		\$ 866.80

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

- \$ 12 May
- \$ 9 August
- \$ 6 November
- \$ 3 February
- \$ 11 June
- \$ 8 September
- \$ 5 December
- \$ 2 March
- \$ 10 July
- \$ 7 October
- \$ 4 January
- \$ 1 April

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

Editors Notes

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new positions on staff.

Dan also mentioned that the EAA was having it's annual book and video sale. Dan has the brochure if anyone needs an aviation video or how-to-book.

After the meeting the pilots and planes that will compete at Pioneer Airport practiced their torpedo runs, bomb drops and spot landing techniques to be *combat ready* for Oshkosh.

All in all, it looked like a super day at John V's. Beautiful weather, great field and accommodations and lots of members and airplanes. There were several aircraft I hadn't seen before including a powered parachute, light blue with a soaring gull on the canopy. Nice. As always, Tom Brown dropped in with his awesome hand-built

Waco F-2 biplane. The sound and appearance of such aircraft always quickens the pulse of this old flier, the kind of aircraft we grew up with. *If it ain't got two wings and a round engine it ain't an airplane.* Hopefully we can arrange a visit to Toms shop and see some of his latest craftsmanship.

Before I slipped Ron's tape into the VCR this morning I tuned to channel 77 on the cable. If you have the cable be aware that "Speedvision", while being primarily a motor-sport channel, does have programs on EAA Sport Aviation, Legends of Airpower and my favorite, Planes of Fame. Almost daily at 10 AM and on Wednesday evening at 10 PM these programs appear. Today's featured the Convair (worked there at one time) B-58 "Hustler", a plane that

set many speed records yet had the capacity to deliver that knock out punch. It was, in it's time, a totally new concept that went head to head with the huge B52s. The Convair designer project engineer defended his radical approach saying "Why not go out on a limb, that's where the fruit is". Amen brother!

Many thanks to Jim Shnowske for his continuing account of the Florida adventure. We welcome everyones stories. In sharing your adventures we all learn..

My wife hung a new plaque on my wall the other day which I'd like to share with you -*Aim at the sun. You may not reach it, but you will fly higher than if you never aimed at all----*

Bill Markstrum

May Election Results

We welcome two new officers to EAA Ultralight Chapter 75, Vice President Dean Turner and Secretary Dodie Neubauer.

Thank-You Dean and Dodie for stepping forward into these positions.

New Airpark

Hi everybody I just wanted to report that my new airstrip / campground / airpark will be operational within 2-3 weeks. The runway is supreme and I will soon be installing THE EAGLES LAIR. A fairly decent mobile home trailer that will be used for a pilots lounge. Hangers will soon be sprouting up alongside the hay. Runway approx.1200 x 100 with easy approaches S/W-N/E with a gentle sloping hill to the N/E and a left hand pattern. Good hunting and fishing and nice views from the campground on the top of the hill to the runway-pilots lounge-debriefing room. I'm excited about this undertaking - WOW - what a lot of work it is to make the ground flat. Everyone is welcome to come check it out. Frank Garr 715/675-3759. lgarr99@aol.com

Pioneer Ultralight Day Update

EAA AirVenture Museum Ultralight Day is Saturday, June 17th. Raindate is Sunday, June 18th. If you are flying to Pioneer Airport here is the plan:

Stevens Point Airport

Arrive 6:00 A.M.

Depart 6:20 A.M.

Wild Rose Airport

Arrive 7:00 A.M.

Meet up with Ken Snyder & WI Rapids group

Depart 7:20 A.M.

Omro Jump Zone

Arrive 8:15 A.M.

MANDATORY PILOTS BRIEFING with Ken Snyder

Depart 8:45 A.M.

Pioneer Airport

Arrive 9:00 A.M.

EAA will have a registration table in the main hanger. Whether you are driving or flying into Pioneer Airport, please check in at the registration table when you arrive. Parking is available in the lot behind the Air Academy Lodge for ground crews. If you have equipment to drop off, check with the registration staff first. Lunch and dinner tickets can be purchased when you register. All meals are served at

Pioneer Airport. Complementary donuts and coffee are furnished upon arrival.

Rich Papa is coordinating the group fly out of Wausau to Wild Rose early Saturday morning. Rich is also organizing the ground support vehicle to Pioneer. Contact Rich Papa 715-845-4170 if you are flying out of the North Central Wi area, or if interested in assisting in the ground support.

Ken Snyder is again our

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Next NCWLF Meeting

Our next meeting will be on Saturday, June 17th 9:00 P.M. at the bunkhouse EAA grounds in Oshkosh. See you there!

AirVenture 2001

Aviation Firsts is the theme for this year's AirVenture and there is quite a line-up of special forums and presentations:

Chuck Yeager

first person to fly faster than Mach 1, the speed of sound

Scott Crossfield

first person to fly faster than Mach 2, twice the speed of sound

Burt and Dick Rutan

they designed and flew Voyager, the first non-stop round the world flight without refueling

Hoot Gibson and Charlie Prescott

first Americans to dock with the Russian Mir space station

Bertrand Piccard

one of the pilots of the Breitling Orbiter 3, the first balloon to fly
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Pioneer Ultralight Day Update

(Continued from page 3)

flight leader this year. Contact Ken 715-423-1128 with any questions. Safe flying is best done when staying in a group. If you're not available to do this call Ken to make other arrangements. Ken is responsible for insuring that our group **flies into Pioneer Airport together, and follows proper procedures.** The EAA Air Adventure Museum's Pioneer Airport enjoys a unique situation. It is an airport within an airport, being located within the Class D airspace of Wittman Regional Airport. The privilege to operate

at Pioneer Airport should be taken seriously. We all must do our part to insure that flight activities are safe.

Purpose of the Event

Ultralight day is designed to attract visitors to the museum to share this unique segment of sport aviation. It is not a fly-in. You must be invited to attend. Pioneer is a Private Airstrip, operating in a controlled Class D airspace. The idea behind this event is to promote ultralight aviation. EAA encourages our chapter to bring displays, booths, even workshops and use this opportunity to attract

others to the sport. EAA will have camping and some beds in the volunteer bunkhouse. Hotels in the local area: AmericInn 920-232-0300, Super 8 920-426-2885 Pioneer Inn 920-233-1980. Dan Marlenga and Tony Borchardt are handling the competition event. Call Dan with questions 715-359-7377. Ultralight Day is one of the most enjoyable events of the year. Enjoy, fly with respect, and most of all have fun.

Steve Krueger

3 Kitfoxes from Wisconsin



Our golf cart shuttle dropped us at the camping area and we were told to just pick a spot and set up our tents. The spot we picked was 50' from the porta-potties, 75' from a sink with running water, and about fifty yards from the showers. We set our tents right on the edge of the tree line so we started to get some shade as it got to be late afternoon. The shade felt real good because it was hot, hot, HOT. I think it got up to 87 degrees every day, but, we didn't get rained on more

than a few drops during the four days we were there.

There weren't many Kitfoxes at Sun-N-Fun, maybe seven or eight including our three, so there was a steady stream of people wanting to talk to us about our planes. There was always a crowd around Bill and Dave's planes wanting to see and learn about the Subaru engines they have installed. The most enjoyable part of our trip for me was talking with other builders and

"want to be" builders. I remember well when I was into the building process and would pick other peoples brains for ideas at Oshkosh.

I had read that Sun-N-Fun was smaller and friendlier than Oshkosh. The people were friendly, but with any air show this size, you are going to be doing a lot of walking, and I didn't even take the time to walk the rows of homebuilts other than on the way out to our

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3 Kitfoxes from Wisconsin

(Continued from page 4)

planes and back. So it IS a big show.

Met up with Paul, Sue, and Brandon Buss and watched the nighttime airshow together. It was something different to see. The same evening at dusk, about 15 hot air balloons were inflated (not launched) and that was real pretty. I was hoping they would do a group Glow (it would have been a cool picture) but they didn't.

We had arrived on Sunday, and Thursday was our planned departure day unless the weather dictated otherwise. I made a weather check on Wednesday morning and found that there was a line of weather running from NE Texas up into Kentucky that we would have to contend with on the way home. But I also found out that if we left now we would enjoy a 15 knot tailwind. The decision was made to go now as we might end up sitting a day as we got nearer to the bad weather. Tents came down and airplanes were packed and by noon we were taxiing out for departure. I took off first, then Dave, then Bill, or so I thought. We took off to the east and when Dave and I were about 4 miles out and ready to turn north we couldn't find Bill. Turns out his tail wheel wouldn't lock in position for takeoff and he had to get out of his plane and straighten himself out, which put him way behind us. But we finally got a hold of him on the radio and by using land-

marks we finally got each other in sight. The 15 knot tailwind was there and then some. About every 30 minutes we would hear Bill on the radio saying something like "90 mph airspeed, 110 mph groundspeed. I LIKE THIS".

5.8 hours flying time and two fuel stops later we stopped for the night in Rome Georgia. Another small airport with a friendly lineman. He let us camp next to the FBO and use the shower in the pilots lounge.

The next morning we jumped the western edge of the Smokey Mts. and landed at Tallahoma Tenn just as that line of weather was moving in. It started to rain pretty hard and we knew we weren't going anywhere for awhile so we used the airport courtesy car and went for breakfast, came back to the airport and took a little 1/2 hour nap, and started checking the weather radar. In about another 30 minutes the line had moved slightly southeast and we could see the sky getting brighter to the north. We departed in a light sprinkle and in 10 minutes we were in the clear.

We flew for 5.4 hours and could have gone farther but we were flying into the backside of a very strong low pressure system (the one that gave Wisconsin 60-70 mph winds). We landed at the Skyking airport in Terra Haute IN. which is a small airport on the north side of the city used mainly for training. As we were de-

scending to land we flew right over the bigger commercial airport and were able to watch four F1 6's land below us. As we came in for landing I noticed there was quite a group of spectators watching to see how these three tail draggers would do handling the wind (20 gusting to 25). I'm happy to say they were disappointed and the landings were uneventful. Once again small airport people showed us how nice they can be when the owner of the FBO, Steve Brown offered us the use of an empty hanger for the night. Needless to say he didn't have to ask twice. We stayed in a motel for the last night of our trip, as kind of a celebration, and even went out to eat at a nice restaurant. The grilled pork chops were delicious.

By the next morning the low pressure system had slid east a ways and we had smooth flying. We stopped for a bathroom break at Kankakee IL and then on to the Poplar Grove airport for fuel. As we landed and taxied in some fellow Kitfox owners came over to the FBO and invited us back to their hanger to see their planes and have a cup of coffee. One of the planes had a turbo Subaru on it that pumped out 130 hp. It was a really neat and clean installation. After an invitation to come down to the fly-in at their airport, we were on our way for the final leg home. As we were passing Madison we started to catch up to

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AirVenture 2001

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non-stop around the world

World War II Tuskegee Airmen

first African-American fighter group

WASPs (Women Airforce Service Pilots)

first women's aviation group to fly military aircraft during

World War II Flying Tigers

first American fighter group to fight against the Japanese prior to World War II

For more information on

AirVenture 2001 go to:

<http://www.airventure.org>



Lets Go Flying

Once again our chapter is organizing fly outs in the local area on Tuesday nights. Places to fly to, cookouts, etc... can be directed to Steve Krueger 715-536-8828, or Dan Marlenga 715-359-7377. If it rains we will fly on Wednesday nights



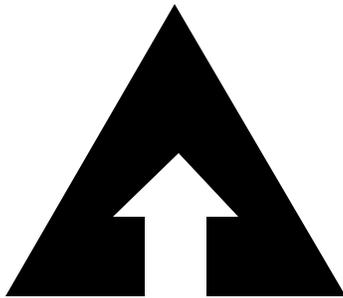
RESCHEDULED

Fly the Bluffs of the Mississippi

June 23 - 24

Raindate June 30 - 31

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 + campfire + 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



READ THIS

EAA Ultralight Chapter 75

3 Kitfoxes from Wisconsin

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that low pressure system again and got banged up a little but after 5.3 hours on the hobbs for that day we were HOME!

Some facts and some of my thoughts about the trip.

Total flight time was 36 hours. 20 hours down and 16 hours getting back.

My Rotax 582 burned a consistent 5 gallons/hour.

I wish my Kitfox had two more inches of legroom.

I used about 180 gallons of 100LL.

Bill and Daves Subaru engines burned less than my Rotax.

Dave was a little less but

Bills used at least a gallon an hour less.

I wish my Kitfox had two more inches of legroom.

I used 9 qts. Of injection oil. The smaller the airport, the friendlier the people.

I really wish my Kitfox had two more inches of legroom!

Jim Shnowske

NCWLF Calendar of Events

June 16, 2001 EAA Pioneer Day & Chapter 75 Meeting

Oshkosh, WI June 17 rain date

June 16, 2001 2nd Annual Blue Skies Grand Opening Fly-In/Drive-In/Walk-In

Carter Airport, Pulaski, WI 9:00 am to dusk. Rain date June 17. Steve Scherer 920/438-7742 Ted Batzer 920/822-3644 teko299@aol.com

June 17, 2001 Annual Fly-In Breakfast

Waupaca Municipal Airport, Waupaca, WI Russell Bargo 920/867-3201

June 17, 2001 Lakeland Airport Fun Day

Lakeland Airport, Arbor Vitae, WI 9:00 am to 4:00 pm. Larry Hanna 715/356-1094

June 22-24, 2001 Stevens Point Fly-In

Stevens Point, WI Airport Scott & Sarah McQueen 715/344-7356 <http://webpages.charter.net/jenny/ste/index.html>

June 23-24, 2001 Jack and Dolly Fly the Bluffs

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

June 29-30, 2001 Salute to the Men & Women of the Armed Forces

Shawano Municipal Airport, Shawano, WI Clark Casetta 715/526-6108 qtv@frontiernet.net

July 13-15, 2001 Gumps 2001

Poppy's Flying Acres, Northport, WI Carl Eichenauer 920/731-5037 kiss1945@aol.com

July 14, 2001 Harbor View Fly-In Float-In

Price County Airport, Phillips, WI 8:00 am to ? Nate Nez 715/339-3701 Duane Grube 715/339-2626 pbnate@win.bright.net

July 18-22, 2001 PRA Annual Convention

Mentone, IN Pam or Erica at HQ 219/353-7227 prahq@aol.com

July 21, 2001 Chapter 75 Meeting

Location to be determined

July 21, 2001 3rd Annual SwingDing Fly-In

Wausau Downtown Airport, Wausau, WI Robert Mohr 715/848-6000 flyacub@dwave.net

July 21, 2001 Brennand Old Time Airport Days

79C Breezewood Lane, Neenah, WI Ted Vander Wielen 920/836-3081

July 21-22, 2001 Jakel Barnstormer Fly-In

Abbotsford, WI Contact Jack LaSee 715/223-4540

July 22, 2001 EAA Chapter 992 Fly-In & Pancake Breakfast

Marshfield Municipal Airport, Marshfield, WI 8:00 am to 4:00 pm Jack Bremer 715/3848700

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NCWLF Calendar of Events

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breemers@commplusis.net

July 25-31, 2001 EAA Airventure 2001

Oshkosh, WI 920/426-4800 www.airventure.org

August 5, 2001 Merrill Airport Day Fly-In / Drive -In

Merrill Municipal Airport, Merrill, WI 8:30 am to 4:00 pm Beverly Cornelius 715/536-2842

August 12, 2001 Boulder Junction Musky Day Land & Sea Fly In

Boulder Junction Airport, Boulder Junction, WI 9:00 am to ? Bob Payzer 715/385-2979
rjpayzer@nnex.net

August 17-19, 2001 Wautoma State Fly In & Chapter 75 Meeting

Wautoma, WI Lake Of The Woods Campground with Chapter 75 Meeting on the 18.

September 7-9, 2001 Annual Wisconsin Seaplane Fly-In

Landplane Pilots Invited. Pioneer Lake - 5 miles north of Eagle River, WI Phil Hartman 715/276-4207

September 15-16, 2001 6th Annual Blume-Voss Fall Fly / Camp-Out

Little Chicago, WI Joint Chapter 75 and EAA Chapter 243 Meeting

September 16, 2001 North Central Airman's Annual Fly-In / Drive-In Pancake Breakfast

Taylor County Airport, Medford, WI 8:00 am to 1:00 pm Ryan O'Dell Phil Sulka 715/678-2152 fairport@mail.co.taylor.wi.us

October 20, 2001 Dick Lees Polish Luau & Chapter 75 Meeting

Tomahawk, WI

November 10, 2001 Chapter 75 Meeting

Location to be determined

December 8, 2001 Chapter 75 Meeting with EAA 640 & 243

Merrill, WI Merrill Airport

Calendar of Events is updated monthly.

Contact Tom Voss tvoss@pcpros.net to list events in subsequent newsletters

Buy • Trade • Sell • Wanted

✎ 1999 Kolb Firestar II, always hangared. 447 Rotax, 103 hours, powder coated, other extras. \$12,600 or offer. Gordon Krunnfusz 608/356-8036 or 608/356-1722 Call Bill Markstrum 715/845-8673 if you want a complete list of extras and a picture of Gordon's Kolk. (5/01)

✎ Warp Drive coupon worth up to \$475 good till end of 2001 for only \$325. Right or left drive, high performance, or standard, nickel leading edge, 2,3, or 4 blade, New, factory direct, full warranty. You order exactly what you want (you pay any amount over

\$475 with this coupon). Russ Post 715/848-3375

✎ Wanted to Buy, a tractor / backhoe to develop another landing strip for our gang. Even if it's old and rusty like me we'll make it work. Bill Markstrum 715/845-8673.

Club Apparel



Don't forget to order your club apparel. Show your pride by wearing your very own hat, jacket or shirt with the NCWLF Logo. Satin jackets are available in sizes SM to 3XL. Black, Navy Blue, Royal Blue, Red. Embroidered logo and name. Around \$60. Polo Shirts about \$22. Order from Steve Krueger 715-536-8828.

