



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers



Editors Notes

by Bill Markstrum

I hope that all of you are enjoying the Birthday of our country as much as I am. I'm sitting on the porch of our trailer overlooking the field that someday will have an ultralight or two parked on it. It's late afternoon and the weather is absolutely perfect for flying (if we're lucky) or for laid back family togetherness. In lieu of flying I am studiously experimenting with proper fuel mixtures. Not all Rotax engines can handle a 100 to 1 ratio but it works great for Martinis!

Father's Day weekend is one we always look forward to for the ultralight competition at Pioneer Airport. I wasn't able to provide the usual ground support help with my van but friend Ron Detert covered for me, trading off with other chapter members to drive my "ground support" fuel and bed-roll van to Oshkosh. Unfortunately, the weather did not cooperate and all competition was cancelled, the Flight Log returning home to us. Hopefully, a time and place can be arranged for our Chapter 75 Knights of the Air to joust with the formidable Knights of Chapter 1. Thanks Ron and copilots for covering for me the important ground support mission these operations require.

It was bad enough to miss the annual Pioneer weekend and meeting but I will also miss the always special LaSee/Jaeckel fly-in, meeting this month. Our granddaughter is getting married in the land of "OZ" (Kansas) on that weekend. But fear not, we will tap our Ruby Slippers together and return in time for Airventure Fifty. As Tom Poberezny stated in our last newsletter, come and celebrate the Golden Anniversary of EAA. It should be a good one.

A thing of beauty (and a construction of quality) is a joy forever

The June issue had a picture of a helmeted test pilot in a shark toothed Mini-Max. Did any guess who the pilot was? It was our very own Ron Detert at the controls of Jay Couillard's plane. Ron often flew Jay's plane and is the one who painted the Flying Tiger's sharks teeth on it. Is it any wonder he's building a Mini-Max of his own? We constantly check his progress and he's doing an excellent job. The plane in the photo is now the much-modified Mini-Max Steve Krueger now owns and flies. Let me paraphrase

and say, "A thing of beauty (and a construction of quality) is a joy forever"

Several things happened within the last month that indicate the team spirit of our chapter. I got a call from a man in Dearborn, Michigan wanting to buy some ultralight parts I had. How was I to get them to him without a great deal of shipping expense? Our over-the-road trucker, Paul Buss, called to say he was headed to Detroit and would be glad to drop them off, free of charge. Thanks, Paul, from the seller and buyer! Meanwhile Steve Krueger met a fellow at Pioneer Days whose chapter had recently acquired a Mini-Max and needed to learn more about it. Steve, along with Max builder, Ron Detert, flew Bob Payzer's Piper Pacer to Manitowoc to meet with the gentleman. It was informative for all concerned plus Ron got some stick time in the Pacer.

These are just two examples of the team spirit in this chapter. The more experienced flyers and builders are always ready with sound advice and helping hands. One wonders just how many hours Gordy Radtke has spent helping other chapter

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July 2002

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If you are faced with a forced landing, fly the thing as far into the crash as possible

Bob Hoover



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NCWLF Treasurer Report June 2002

Balance Fwd		\$ 990.58	
Deposits		Disbursements	
Dues	84.00	Postage	17.76
Hats	10.00		
Total Deposits	\$ 94.00	Total Disbursements	17.76
		Ending Balance	\$ 1,068.82

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.

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 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.

(Continued from page 1)

members with their engine rebuilds and the "tweaking" necessary to get the maximum efficiency. Everyone in

the chapter is most generous with their time and talents and that's what makes a team. A sign I saw recently in a local place of business

says it all: "There is no I in team"

Happy and Safe Flying,
Bill Markstrum

AirVenture 2002

Time just seems to literally fly by, the big show, EAA AirVenture will be Tuesday, July 23rd thru Monday, July 29th. In addition to more than 500 forums, 750 exhibitors, daily air shows, stellar evening programs, 10,000 airplanes on the grounds, campers, volunteer spirit, the magnificent show planes of Ultralights to Warbirds, to Military Jets, and everything else that makes up the greatest show on earth it is also EAA's 50th conven-

tion! Look for special events through out the week. This year like last year we will set up UL Chapter 75 camp at De Relleumtdats campground, see Map for driving directions. The campground is close and makes it simple to navigate around EAA convention grounds. We're on the south side of the convention. Whether you're camping or just down for the day it is an easy in and out of the convention. Our headquarters will be located on

the N/E side of the barn in the campground look for the Chapter 75 Banner and yellow windsock. Thank Harold Bennisch for securing this magnificent site again this year!

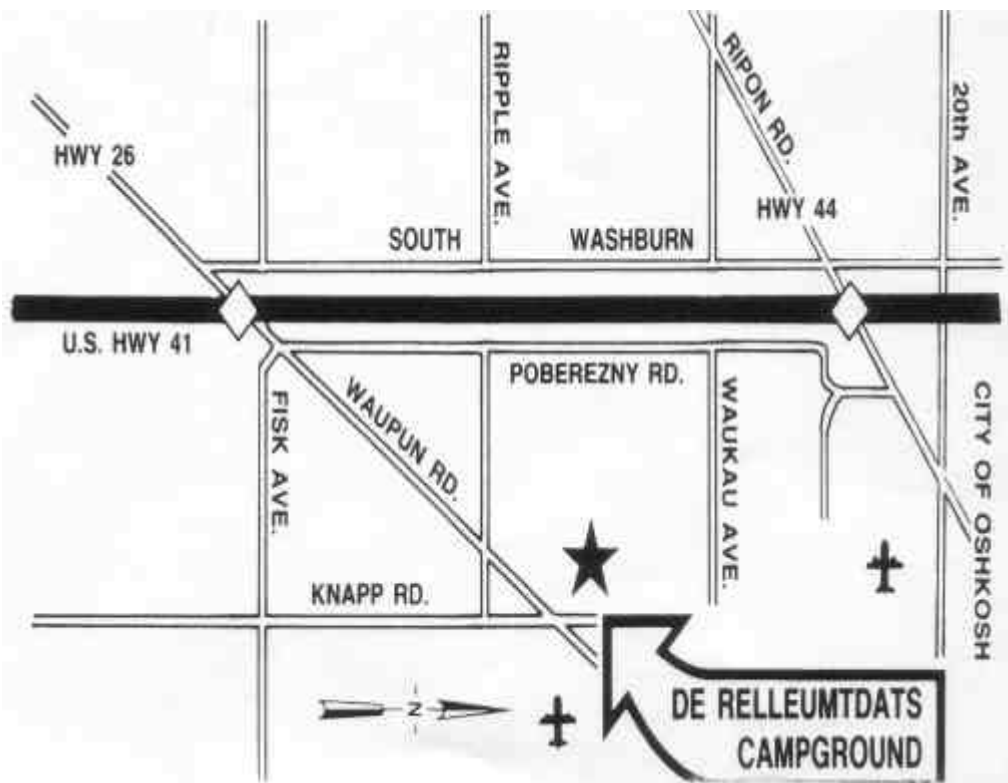
See you at EAA AirVenture 2002.
Steve Krueger

Ultralights Prepare for AirVenture

There is a better view for everyone down at the Ultralight Area at the far south end of AirVenture, thanks to a new tower and a tree that is no longer there. There is also a better view for spectators who come to watch these little lightweight aircraft, because the air operations tower has been moved to the center of the runway. www.airventure.org/2002/news/ultralights.html

Ultralights Pilots Flying to AirVenture

All pilots planning to fly into EAA's 50th annual AirVenture convention must obtain a copy of the FAA-issued NOTAM which outlines the procedures that must be followed to fly into the ultralight runway located within Wittman Regional Airport Class D airspace. Please note that the printed copies of the FAA NOTAM show the incorrect telephone number for the Ultralight Barn. The correct number for the Ultralight Barn is 920-230-7759.





NCWLF Meeting July 20, 2002

Saturday, July 20, 2002 1:30 at the LaSee/Jakel fly-in. Upstairs in Jim's a/c barn. Jack LaSee home 715 223 4540 work 223 6324 Jim Jakel home 223 4223 cell 715 574 0184

Order Fall Fly T-Shirts Now

We are having custom t-shirts made for the 7th Annual Blume-Voss Fall Fly Camp Out. Cost will be around \$ 12.00 each. Order deadline is Saturday July 20. Contact Steve Krueger 715/536-8828 with size and quantity.

2002 Blume-Voss Fall Fly Camp Out



EAA Ultralight Chapter 75

6th Annual / Sept 21 & 22 Little Chicago, WI

Let's Go Flying

Our chapter is organizing flights on Tuesday nights this year. Places to visit, cookouts, suggestions, etc... can be directed to Steve Krueger 715-536-8828 or Dan Marlenga 715-359-7377. Wednesday nights will be used as rain dates.

My First Taste of Water

I enjoy reading stories submitted to our newsletter about people's flying experiences. I think it's a way for us to relive the moment and cherish those good times. I particularly enjoy reading of one's first time experiences in flight, so I felt compelled to share my story. Late last summer I purchased an Aventura, (a single place amphibian) with great expectations of soon dancing on the waters. I quickly realized

winds calming down, excellent visibility and a very comfortable 75 degrees, I planned on going down to the airport and do a little flying with Dan Marlenga (aka Pattywacker), Gordy Radtke (aka The Flying Gordino) and my son Greg. We decided to fly to Merrill to check out Steve Krueger's (aka Brussel Sprout) new hanger. Upon approaching Merrill we decided to fly over the lake and check things out. Dan & Greg set

and softly touched the water for the first time. I throttled back and my aircraft slowed down as it transitioned into a floating duck. I then heard Dan's announcement, "The Porchclimber is on the water". I couldn't believe it and I don't think anyone else could either! Gordy soon landed after me and there I was, floating in calm water on an absolutely beautiful evening with my son and best of friends. Hey, it just doesn't get any better than



that! After enjoying the scenery for a while, it was now time to embark on our departure. I straightened out the aircraft, engaged 20 degrees of flaps and throttled up. I experienced a slight porpoise and pulled back further on the stick to stabilize and soon was on step establishing sufficient airspeed for takeoff. After making my departure, I re-

positioned my landing gear for a landing at Merrill Airport. I soon spotted Steve Krueger in the pattern giving Nicki a flight lesson. We all landed, received a tour of Steve's new hanger, visited Steve, Mike Ford and his fiancé Nicki. Our flight back to Wausau was extremely calm and enjoyable. After I got back home, my son and I re-lived the experience, one that will most certainly be remembered and cherished.

before I get too excited about water landings, I would have to learn how to fly a tail dragger. It wasn't easy at first, but came up with a plan, first I used only grass runways for all takeoffs and landings, and then I progressed to taking off from hard surfaces and landing on grass. Finally I took off and landed on hard surfaced runways. After resolving some fuel mixture problems, a few temporary setbacks and getting comfortable with the plane, the time was right to become a duck! With the

down on the lake in the Searey, while Gordy in his Chinook & myself flew overhead to scout the lake and enjoy the view. We then turned back around to make a south approach to the lake. With very calm winds and slight ripples on the lake made for a perfect opportunity to experience my first water landing. I've been preparing and awaiting this moment for some time. As I made my final decent with 20 degrees of flaps and stable airspeed, I leveled off

and softly touched the water for the first time. I throttled back and my aircraft slowed down as it transitioned into a floating duck. I then heard Dan's announcement, "The Porchclimber is on the water". I couldn't believe it and I don't think anyone else could either! Gordy soon landed after me and there I was, floating in calm water on an absolutely beautiful evening with my son and best of friends. Hey, it just doesn't get any better than

By Steve Norris
(aka Porchclimber)

Continued Incursions Threaten Freedom of Flight

July 1, 2002 - Federal government officials informed EAA's Washington, D.C., Office on Sunday that three separate airspace incursions by general aviation and ultralight aircraft occurred into Camp David's restricted airspace this past weekend when the president was there. Two of these general aviation aircraft were **ultralights**. While the incursions were labeled "accidental"; their effect cannot be understated: In our

country's present state of awareness for terrorism, agencies responsible for our nation's security will not tolerate continued operational errors and indiscretions by pilots. At risk are the very freedoms of flight-through expanded TFR airspace or increased penalties for violations-if incursions into sensitive areas continue. Since very shortly after the terrorist attacks of September 11, EAA's website has provided its members with

full-color on-line maps and sectional charts of all current temporary flight restrictions in the U.S.. EAA strongly urges pilots to log on, search for active TFR areas in your flight plan, and make **absolutely certain** to avoid all sensitive areas. Be fully informed before and during your flight. Here is a link to get to the TFR mapping pages. http://www.eaa.org/pilot_info.html

TFR Incursions Doing Damage to GA Negotiations

June 27, 2002 - The political fallout from the widely reported June 19 incursion into Washington, D.C., restricted airspace was compounded by two additional technical violations of the Temporary Flight Restriction (TFR) over the ensuing weekend by general aviation aircraft. These incursions ignited more urgent discussions

among the security, military and aviation arms of the federal government regarding GA's impact on security in the nation's capital and other areas protected by TFRs. EAA has been in continual contact with the various federal agencies (TSA, FAA, U. S. Customs) urging restraint and flexibility in dealing with GA operations and air-

space security. Unfortunately, due to the operational errors and indiscretions of a few pilots, pressure is once again mounting for more dramatic GA security measures

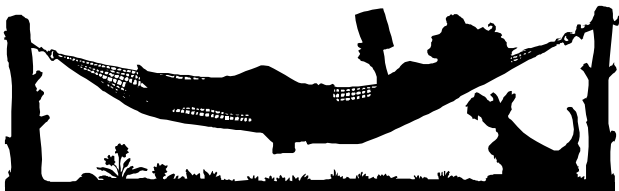
Please pass the word to all ultralight pilots you know!

Timm Bogenhagen
EAA Ultralight Programs
920-426-6527

The above information provided is a benefit of EAA membership. To help ensure this service continues please join EAA or renew your EAA membership by calling 1-800-843-3612.



Tech Tip is taking a break this month. See you in August?



LaSee / Jakel Barn-stormer Fly-in

Chapter 75 Meeting 1:30 Saturday. Upstairs in Jim's air conditioned barn. Competition (Torpedo Run, Bomb Drop and Precision Landing) 6:00PM. Come Friday evening or Saturday morning. Stay until Sunday. Free primitive camping, big bonfire, live music Saturday night. Jakel Field 511 W. Business Hwy 29 Abbotsford, WI N 44 56.548 W 90 19.936 Frequency 122.9 500' E/W X 350' N/S field for powered parachutes. Great 2900' NW/SE 150/330 runway, Please note: PATTERN is to the WEST. Power lines between the two poles at the NW end of the runway have been taken down. Make a low pass before landing. Call ahead if we have wet conditions. Jack LaSee home 715 223 4540 work 223 6324 or Jim Jakel home 223 4223 cell 715 574 0184.

Burgers, Brats, and Pop available. Bring a dish to pass. Hoping to have Sky Diviners Saturday night.



EAA Chapter Leaders Breakfast at AirVenture

Saturday July 27th 8:00am to 10:30am at the EAA Nature Center. Map to the EAA Nature Center http://www.airventure.org/2002/about/images/av01_botlft_680.jpg

Come join us for a morning of interacting with other chapter leaders from all over the world, meet EAA staff members, Chapter Advisory Council Members, and enjoy a great breakfast (FREE)!

All chapter leaders are invited. Also invited are any chapter members who are interested in the future direction of EAA and your chapter. If you plan on attending, please RSVP by fax (920) 426-6560 include your name, chapter number, and EAA number.

Keep up the great work, and we hope to see you in Oshkosh!

Troy Toelle
EAA Chapter Office

NCWLF Calendar of Events

July 12-13 8th Annual GUMPS Fly-In

Northport PVT Camping, Ultralight Competitions Food Served, Cash raffle, Bonfire. Dan Hurst 920-788-5708

July 13 Harbor View Fly-In

Phillips, WI. Price Co. Airport Activities start at 8:00 AM

July 13 -14 Central Co. Flyers Old Car Show Fly-In

Iola, WI Central Co. Airport 7 AM to 11:00 AM Pancake Breakfast, 11:00 AM to 3:00 PM Burgers & Brats. Transportation to Old Car Show

July 13 Wausau 1st Hot Air Balloon Rally

Wausau Downtown Airport, 6:30 am, 6:30 and 8:30 pm. Sunday 6:30 am.

July 13 40's Wing Ding Big Band Swing Dance

Wausau Downtown Airport, 4th Annual 7:30 - 11:30 \$12.00 admission. Wausau Flying Service 845-3400

July 20, 2002 LaSee-Jakel Fly-In & Chapter 75 Meeting

Abbotsford, WI Meeting at 1:30

July 21 Chapter 992 Fly-In Pancake Breakfast

Marshfield WI. 8:00 AM until 4:00 PM

July 21 Tomahawk Airshow Fly-In

Tomahawk, WI 7 AM until? Airshow performers, Airplane rides, food, beverage

July 23-29, 2002 Air Venture

Oshkosh, WI

July 26-28, 2002 Lake Nokomis Days Fly-In

Too many things going on to mention. Bean bag toss on Saturday. Contact Dick Lee 715-453-3135. This is held at a different airstrip than Dick Lees.

August 11, 2002 Musky Day Fly-In

Boulder Junction, WI

August 16-18, 2002 UL State Fly-In

Lake of the Woods Wautoma, WI

August 17, 2002 Chapter 75 Meeting

Lake of the Woods Wautoma, WI

August 24-25 Upward Airshow

Eau Claire WI. 11:00 AM to 5:30 Full air and Static Venue

September 6-8 Annual Seaplane Fly-In

Cranberry Lake 2 Miles South of Eagle River Phil Hartman 715-276-4207

September 21-22, 2002 7th Annual Blume-Voss Fly-In & Chapter 75 Meeting

Little Chicago, WI

October 6 Central Co. Flyers Fall Colors Fly-In Cent. Co. Airport

7:30 AM -11:00 AM Pancake Breakfast 11:00 Am -3 PM Famous Chile Dinner

October 19, 2002 Chapter 75 Meeting

Location TBA

November 16, 2002 Chapter 75 Meeting

Location TBA

December 14, 2002 Chapter 75 Meeting

Merrill, WI with EAA 243 & 640 Merrill Airport

Check these websites for other events:
www.dot.state.wi.us/dtid/boa
www.brainerd.net/~szygy/wisconsin2.htm

*Calendar of Events is updated monthly.
Contact Tom Voss tvoss@pcpros.net to list events in subsequent newsletters*

Buy Trade Sell

✈️ Rotec Rally 2B 447 CDI B.R.S. 500# soft-pack 4 blade Ultra Prop ICOM A3 radio and headset. \$1750.00 Paul Zarnke 715-848-1816

✈️ 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

✈️ 1997 T-Bird 1 325hr. Rotax 503 dual ignition / single carb, oil inj, elec start. Cockpit has full enclosure, full compliment of analog gauges mounted in lexan panel. Includes streamlined strut covers, hyd. brakes, 6 & 12 gallon gas tanks, snow ski's, and BRS 750 Soft Pack parachute. Asking \$ 8,000. Also available: Hanger rental on prem-

ises \$90 month. Bob Zaretske 4720 Martha Lane Pewaukee WI 53072 262-781-2251 cell 414-791-7670

✈️ Bill Markstrum has extra copies of Bob Wylie's excellent book, "Wings North" at \$30 each. This is a treasure trove of local aviation history. Call Bill to reserve your copy. 845-8673

✈️ Flightstar II, 65 hrs. TT, 503 dual carb, e-gear box with electric start, full instrumentation with panel mount radio and intercom/2headsets, 3-blade ground adjust f-model powerfin. Many other extras including ski's. Pictures available. Contact Joe Urban 715-823-2354 flyby@frontiernet.net

✈️ 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. Do you know of anyone who has 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 573-348-4654 rbellyer@2ultra.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. \$ 18,200 or best offer. Glenn Wagner 715-453-8461 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 Hanganan 92 0/734-8682 Appleton, WI

✈️ Kolb Ultra-Star Folding wings. Stick and Rudder. 35 hp UL-202 engine with reduction, good paint, good fabric on wings and tail. Good condition overall. Seat tank. Includes trailer. Fly home or trailer. \$ 3,700 262/677-1357 evenings.

Excellent hangar or storage units - 8 to 48 ft wide



Contact George Kramer

Deerbrook WI

715-627-7925 gmkramer@msn.com