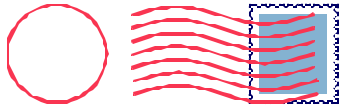




# EAA Ultralight Chapter 75

## North Central Wisconsin Lite Flyers



### Editors Notes by Bill Markstrum

Our wonderful publishers, Tom Voss and Mark Blume say its time to get my copy in so they can compose our chapter newsletter over the weekend. It's been a good week of work here at home, even completed the big gate in the back property fence leading out onto the airport. Now to complete the aircraft to go out through the gate. It's a perfect morning for composing copy, the rain is beating against the window and my *carrot flag* on the airport fence is standing straight out. Must be the remnants of hurricane Lili. Not a time to fly but only to talk about it.

On September eleventh of last year we were all shocked and saddened by the news coming out of New York and Washington regarding the terrorist attacks. While we observed the anniversary of those terrible events a more personal tragedy was unfolding close to home. It seems that chapter member, Erling Uttech, crashed on takeoff in his Sky Raider. While he survived the crash, he succumbed to heart failure at the hospital. Erlings construction of the aircraft was excellent and it had been test flown by Paul Buss and pronounced perfect. This was Erlings first flight in the plane and under good weather conditions. The crash occurred on takeoff and may possibly

have been a departure stall. He was conscious and communicated with his rescuers but apparently his seventy-six year old heart failed as a result of the trauma. This sad news brought to my mind scenes from the old World War I and II air combat movies wherein the squadron commander anxiously counted his planes returning from a mission. There were always one or two that didn't return and we would later see him erase those names from the duty board. One of our squadron

#### He soloed into Heaven

seventy-five members has failed to return from his mission and we sadly erase his name from the board. The memory of his smiling face and enthusiasm will long remain, however. Erling's wife, Matilda, said it best, "He soloed into heaven". Our thoughts and prayers go out to Matilda and the family. Erling was buried with honors at the military cemetery in King, Wisconsin. Steve Krueger arranged a final salute from our chapter with a fly-over at the funeral site.

On a happier note, our annual Blume and Voss fly-in was a great success, shared as usual with our friends in chapter 243. The weather

was excellent as was the food and camaraderie. I didn't get a count of how many planes we had but they were plentiful and varied. Larry Sperberg, former 243 president, flew in on Sunday with his gorgeous red RV-6. It elicited many ohhs and ahhs. During our brief meeting on Saturday, Steve Krueger displayed our famous "Flight Log" and uncovered the 2002 competition plate to reveal yet another winning year for our chapter. It appeared that Mother Nature was going to be the winner this year but the weather cooperated at Wautoma and our combat pilots came through.

Following the tasty lunch provided by chapter 243, the flying began. Steve Krueger, as always, was airborne all afternoon, giving demo rides to young and old alike. One wonders just how many *converts* to ultralight flying *Father Steve* has baptized over the years. One of our hosts, Tom Voss, must have had a sore arm from pull-starting Steve's Quicksilver all those times.

When the sun descended, and the planes were tied down we lingered over an excellent meal. Mark got the fire started in the enlarged fire pit and the entertainment was about to begin. Each year we see more and more

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October 2002

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*The only time an aircraft has too much fuel on board is when it is on fire.*

*Sir Charles Kingsford  
Smith*

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North Central Wisconsin  
Lite Flyers  
PO Box 12  
Schofield, WI 54476

**President**

Steve Krueger  
715-536-8828

**Vice President**

Dean Turner  
715-453-4197

**Secretary**

Dody Neubauer  
715-536-2744

**Treasurer**

Steve Norris  
715-675-2876

**Board Members**

Dan Marlenga  
715-359-7377  
Russell Post  
715-848-0490

**Newsletter Editor**

Bill Markstrum  
715-845-8673

**Web Editor**

Tom Voss  
715-443-2835

**Videographer**

Ron Detert  
715-845-1340

**Safety Directors**

Carl Greene 715-854-2111  
Pat Kenny 715-479-5036  
Jack LaSee 715-223-4540

**Tech Counselors**

Steve Kuchera  
715-845-8673  
Lou Landucci  
715-612-2999



**NCWLF Treasurer Report  
September 2002**

<b>Balance Fwd</b>	<b>\$ 1,206.84</b>		
<b>Deposits</b>			
Dues	140.00	Karen Krueger Breakfast	
Donations	135.00	Fly-In	97.34
		Joe Mapes Erling Flowers	63.30
		Bill Markstrum Flight Log	6.86
<b>Total Deposits</b>	<b>\$ 275.00</b>	<b>Total Disbursements</b>	<b>\$ 337.08</b>
<b>Disbursements</b>		<b>Ending Balance</b>	<b>\$ 1,144.76</b>
Postage	23.68		
Ed & Sharons -Chicken	145.90		

**EAA ULTRALIGHT CHAPTER 75**  
North Central Wisconsin Lite Flyers  
Application Form for Membership and Subscription

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NCWLF  
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Schofield, WI 54476

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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)

of the talent within our ranks. This year our accomplished guitarist, Jim Shnowske, brought his audio equipment which added a professional air to the music. Our equally talented J.J. Smith even changed from his Levis into his formal attire for the occasion, Carhart Overalls! He and Jim played constantly, now and then joined by the beautiful voice of 243's Connie Knudson. *Johnny Hollywood* Kirstein even jumped in with his accordion.

I had it easy with all this talent around so I just stood guard against any *apparitions* that might show up during full moon. However, I wasn't successful and this weird old-timer from WW-I

came out of the darkness, dragging a big old prop and telling tales of combat (mostly tall ones) and of the good times in gay Paree. What a spooky place you have Mark and Tom, but many, many thanks for your generous hospitality!

Bob Payzer has his beautiful new Rans S-7 on amphibious floats in his Wausau hangar and is now flying off the required time. We're enjoying seeing this beauty fly over the airport, Bob. Congratulations and happy flying.

On the opposite side of the tee hangar from Bob, John Kirstein's Kolb is now mounted on amphibious floats. John was having problems fitting them up when I stopped in one day. It was definitely not a one or

even two man job. A few phone calls and within a half hour we had a five man crew to lift, engineer, and *advise* the best way to solve the problem. Detert and I lifted and gave moral support while Kirstein, Post and Marlenga *Engineered* the project. That's what makes our chapter so special, members always there for sound technical advice and a helping hand.

Our next meeting will be at Steve Krueger's new hangar at the Merrill airport. Lets all be there and help our glorious leader *dedicate* his hangar in style and congratulate him on this milestone.

Happy and colorful autumn flying

## NCWLF Meeting October 19

Our next meeting is at the Merrill Airport Saturday, October 19, 1:30 pm in the Steve Krueger / John Szigot and Pat Heckart / Wes Pauls Hangars. The new hangars are located on the North side of the Airport. Please use the gravel road off Airport Rd to access the North side hangar sites. This is Chile eaten meeting, bring a quart of your favorite chile and we will combine it all into one big batch. Contact Steve Krueger for details 715-536-8828.

## Newest Chapter 75 Pilot

Congratulations to Jim Cote of Ladysmith, WI who soloed at the Merrill airport on Thursday October 3 2002. Jim will be flying out of the Ladysmith area in his Quicksilver MX.

## A Powered Parachute Extravaganza

by Mary Jones

Imagine 125 powered parachutes in the air all at one time. Powrachte of Columbus, Kansas, calls its annual fall powered parachute fly-in an extravaganza, and that's not an exaggeration! From September 19-22, Powrachte hosted about 10,000 powered parachute and powered paragliding pilots, enthusiasts, and spectators from throughout North America on a Bermuda grass pasture just east of Columbus. Three hundred thirty-two powered parachutes and powered paragliders were registered onsite during the four-day event.

The highlight of the week-

end occurred on Saturday morning, September 21, when the gathering set a new Guinness World Record for having the most powered parachutes in

the air at one time. Besting their 2001 world record of launching 82 machines in 21 minutes, this year's gathering launched 118 machines in the 30-minute record window allotted to the event. In total, 125 powered parachutes took to the skies in 34:16, with multi-colored machines and airfoils visible



for miles. To say the least, it was a spectacular sight!

The weekend also provided an opportunity for powered parachute pilots and enthusiasts to learn more about their sport, with seminars presented on a number of topics. Mike Henry, assistant manager of FAA's General

(Continued on page 4)



### 2003 Chapter Calendars

Submit your pictures for the 2003 NCWLF calendar to Tony Borchardt. Deadline is October 30th. [Looper1@charter.net](mailto:Looper1@charter.net)

### Indescribable Again

Winds down the runway, great food, fantastic entertainment, a full moon, and above all - wonderful people. It is hard to describe it all so I wont. A simple thanks to all for making the 7th annual Blume/Voss, Chapter 75, Chapter 243, Krueger and everyone else's Fly In a SAFE and successful one again.

Till next year, yours truly

Mark G Blume

## A Powered Parachute Extravaganza

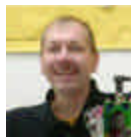
*(Continued from page 3)*

Aviation and Commercial Division, gave a seminar on the proposed sport pilot regulations; Betty Pfeiffer of High Energy Sports talked about parachute care and repair; Bill Gargano of Quantum Chutes spoke about his work on the parachute for the X-38 International Space Station Escape Module; and Stuart Gort discussed propellers and his Powerfin Propeller in particular.

In addition, BFI refresher courses were conducted by

Jim Sweeney and Roy Beiswenger, providing an opportunity for instructors to renew their status. Powrachine factory tours on Friday and Saturday allowed owners and enthusiasts to see how the machines are built. Tents, trailers, and motor homes created a virtual camping city on the approximately 60-acre site, with food vendors and powered parachute accessory merchants rounding out the contingent. On Friday and Saturday evenings, Powrachine company owner Bill Amyx,

alias Pyro Bill, flew his pyrotechnically enhanced red, white, and blue Powrachine in an impressive display of pyrotechnics and fireworks combined. It was a weekend of activities that attendees will no doubt talk about for weeks to come! Powrachine manufactures the two-place PC 2000 and Pegasus powered parachutes, as well as the single-place Rascal. Columbus is located in southeastern Kansas, approximately 25 miles northwest of Joplin, Missouri.



### Tech Tip

... by Gordy Radtke

It's Tech tip time again! I apologize for taking the summer off, however it was a great summer for flying and the need to fly like a bird surpassed my need to sit at a computer and type!

From time to time in the next few months I will alternate between writing short simple Tech tips and more in depth tips complete with photos and maybe even a few graphs.

I have decided to pass along this months tip after Bob Payzer mentioned I should print this one. I had just completed a great night of flying with friends and noticed that there was a lot of commotion in the hanger next to mine. It seems that Bob's new Rans on floats is home and there were a swarm of people looking it over and working on the engine. It was determined that Bob needed a new intake

manifold boot as his old one had somehow been damaged in the building process. His new manifolds had arrived and it turned out that the sealing "O" rings between the boot and intake manifold would no longer fit inside of it's groove. It appeared to be much too large? How can that be Bob asked? Well here is the skinny and the tip of the month.

Rotax engines use many "O" rings in their construction rather than old-fashioned gaskets. This ensures a precise no leak, and no need to retorque, seal wherever they are used. However these "O" rings are either a Neoprene or Fluoride type of rubber, these materials have a tendency to "grow" or "swell" as soon as any hydrocarbon touches their surfaces. This means any fuels, oils, or solvents, and even antifreeze

can cause them to swell up. They tend to absorb the liquid and will no longer fit its desired location. What ever you do, do not attempt to shorten the "O" ring by cutting it and re-gluing it. There is a very simple resolution to this situation.

Simply lay the offending "O" ring on a low temp, stable heat source such as a heat shield from a trouble lamp and the "O" ring will dry out and shrink before your eyes! It will fit like a glove with no need to keep the UPS man busy one-day airing parts across the country.

Hope this months tip helps someone some day, and next month I will give you a great story and some tips on how to rebuild your Mikuni vacuum operated fuel pump.

Happy flying

# NCWLF Calendar of Events

## October 19, 2002 Chapter 75 Meeting

Merrill Airport. 1:30 pm. Steve Krueger / John Szigot and Pat Heckart / Wes Pauls Hangars

## 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](http://www.dot.state.wi.us/dtid/boa)  
[www.brainerd.net/~szyzyg/wisconsin2.htm](http://www.brainerd.net/~szyzyg/wisconsin2.htm)

*Calendar of Events is updated monthly.*

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

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- ✦ 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](mailto:tduquaine@new.it.com)
- ✦ 1997 T-Bird 1 325hr. Rotax 503 dual ignition / single carb, oil inj, elec start. Cockpit has full enclosure, full complement 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 premises \$90 month. Bob Zaretzke 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
- ✦ 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 [rbel-ler@2ultra.com](mailto:rbel-ler@2ultra.com)
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Happy Halloween





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*John Kirstein & his Kolb*



*Bret Wilke & his Challenger*



*Dennis Dorn & his Titan*



*Jerry Nonnenmacher Flips the Cakes*

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

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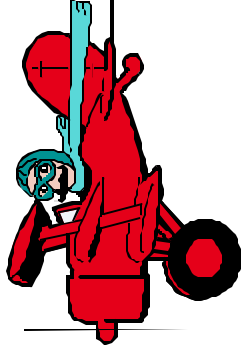
(GPS COORDINATES N44°41.950 W088°15.785)

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

\* \* \* CAMPING AVAILABLE \* \* \* BATHROOMS \* \* \*

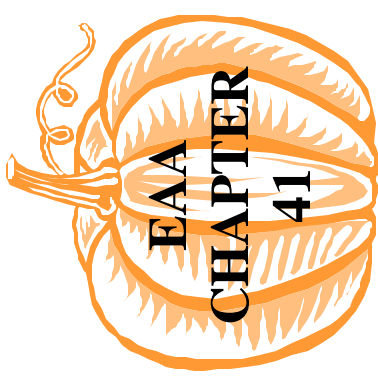
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