

EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

Editors Notes by Bill Markstrum



It seems that other chapter members have gone out of there way in April to give me something to write about this month. Let me restate that; they have gone way out of their way to do so!

As is the case every April, many of our chapter members and other local fliers fly down to Florida to attend the Sun 'n Fun fly-in, the spring precursor of

AirVenture in Oshkosh. Each person has their own reason or reasons for attending. Some perhaps, go to escape the remnants of

the Wisconsin winter and to get a much needed dose of vitamin P from the warm Florida sun. It's also a chance to see what's new in airplanes and kits. One might also find a bargain on a part needed to complete a building project at home.

Whatever the reason and attraction, an expeditionary flight from squadron 75 took off for Florida in a loose formation following the Aeronca Champ of Flight Leader "Colonel" Steve Krueger and his co-pilot, "Major" Karen Krueger. Other pilots involved in this awesome attack force were Banser, Eron, Reed and Shnowske. There's an old saying that states, "It's not the destination, it's the journey", and thereby hangs the tale of our intrepid fliers.

Let me digress at this point and report on our April chapter meeting at the Stevens Point airport during which we heard "the rest of the story" regarding the Florida adventure. It was one of those chapter meetings that will long remain in our memory banks.

Chapter member Bob Payzer arranged for his cousin, Arthur

Pejsa, a retired U.S. Air Force Captain, to talk to us regarding his WW-II experiences as a twenty-year-old B-29 pilot who made multiple bombing raids over Japan. He came well prepared, including written reports and a DVD, all of which were made available to us. His talk held us spellbound. I hope the video tapes made that day turned out well so that those

There is no greater service to a flier than "Ground Support"

unable to attend that meeting can enjoy them later.

Vice-President Bob Payzer chaired the meeting, assuming that President Steve was not yet back from his Florida "adventure". However, both Steve and wife Karen walked in just as the meeting started and we got to hear Steve, very emotionally tell "the rest of the story".

Steve said they were flying over the hills near Pigeon Forge, Tennessee when suddenly the Champ's engine picked up rpm and yet they were losing altitude. He quickly throttled back and only then realized, there was no prop in front of him! Later inspection revealed that the crankshaft had broken just behind the prop hub. Fortunately, the prop and shaft just fell and didn't further damage the aircraft. Steve and Karen were suddenly turned into "glider pilots", not engineless, but still glider pilots. Steve's flying experience took over to "always fly the airplane" while his eyes searched for an emergency landing site. There it was, about eighty acres in

length and well within gliding distance. He stayed high for insurance but as they approached the field, eagle-eyed Karen informed Steve that there were two rows of barbed-wire fencing across the field at ninety degrees to their flight path. Steve decided to set down between the two fences and hoped he could brake and turn before hitting the second fence.

At this point in his narrative, Steve finally broke out of his serious mood and admitted, with a grin, that just

before touchdown he turned off the magnetos so that if they ran into the fence, the prop wouldn't get damaged-----what prop?

A slight variation to that often-heard movie saying, "Meanwhile, back at the ranch--", the real expression that day was, "Meanwhile, back on the mountaintop----sat a local gentleman, turkey hunting. One can almost imagine the tale he had for his buddies that evening at the local watering hole. "Thar I set, tryin' ta call in that big 'ol torn I seen yestaday, when this buncha small planes flew right ova me. I heerd one rev up his motor and then, right near me, sometin' comes crashin' down through the branches of an old pine tree. Sure made me jumps Dang near swallad my tabaccal I walks over and finds this here pro-pellor from one a them planes!"

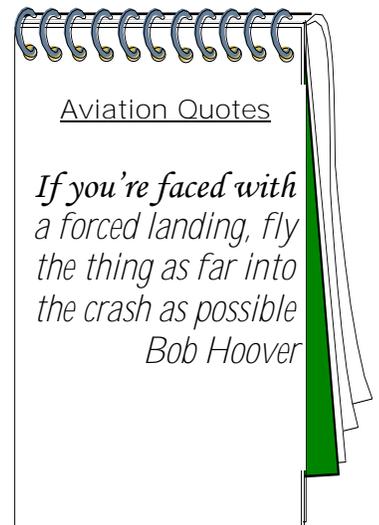
Meanwhile, "back at the farm", the other pilots show up along with a Deputy Sheriff, as Karen described him, "right out of the Dukes of Hazard", cheek full of tobacco and all. The plane was dismantled and taken to the

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Aviation Quotes

If you're faced with a forced landing, fly the thing as far into the crash as possible
Bob Hoover

Editors Notes cont...

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airport at Lafayette, TN. where the engine rebuild and airframe re-assembly is taking place.

Steve and Karen couldn't say enough good things about the people of that area, their hospitality and kindness. They did complete their trip to Sun 'n Fun with the help of the other "squadron" members. Also of great help in transporting luggage for all of those flight members were Jeff Stone and his wife who were driving to the event with their truck and camping trailer. They kindly stopped in Tennessee on their return trip to bring home all the luggage for the group so that Steve and Karen could return home "properly" in an airplane. Steve and Karen, we're glad all

favorable elements were working for you that day: Luck, a very capable pilot and the Lord.

We were also informed at that last meeting of a chapter member's unfortunate crash returning home from Sun 'n Fun. Bill Reed and the group he flew with were almost home when bad weather forced them to divert to Baraboo, Wisconsin. Bill crashed during his attempted landing there, totaling his Kitfox while sustaining critical injuries to himself. We're happy to report that he is doing very well in his recovery and has been moved to a rehabilitation unit in Stevens Point. His home address is 5371 Echo Court, Steven Point, WI. 54481. Let him know our

prayers and best wishes have always been there for him.

Steve Krueger tells me that Rich Prange is writing up Steve and Karen's brief "Glider-Fright-Flight" story for submission to Mary Jones at EAA.

We look forward to seeing the story in the Sport Aviation magazine. We know you'll do a great job, Rich.

Now I have to pat myself on the back too. I made it as a combat Master Sgt. in Korea and now, as a Recruiting Sgt. for our chapter, it looks like I did well there too, recruiting Jeff Stone to our ranks. Thank you Jeff for rescuing our downed fliers and their luggage.

Bill Markstrum

Next NCWLF Meeting

Our next meeting is on Saturday May 15 at John Verfuert's, Spencer WI. Our annual cook out is at NOON, come early. Bring your own food to grill (grill available) and a dish to share. Meeting follows at 1:30.

John Verfuert's 1600' E/W grass Airstrip is located 2 miles south of Spencer on the east side of Co. Hwy V. GPS N44 43 340 W90 17 780. Non radio Arrivals/ Departures in effect use left hand traffic, Self announce on 122.9 if radio equipped.

Hope to see you there.

Tuesday Night Is Fly Night

Summer is here - lets fly! Mark the 2nd and 4th Tuesday of the month throughout the summer as fly nights. Arrive as your schedule allows, with a planned arrival around 6:00 - 6:30. This is a great opportunity to enjoy the skies over Central Wisconsin's countryside.

Call Tuesday night coordinator Steve Krueger 715-536-8828 with questions or if you would like to host one of the fly nights at your home strip.

May 11

Marlenga, Post, Blume, Little O'Hare Field
8 miles NW Wausau N45 01 425 W89 49 786

May 25

Darrell and Candee Kuhn Circle K Field
1 mile south of Irma N45 20 36 W89 40 526

June 8

Location TBD

June 22

Location TBD

April 2010 Meeting Minutes

The April NCWLF meeting was held at the Stevens Point Airport. Vice-president Bob Payzer called the meeting to order, introductions followed. 30 people attended. Treasures and Secretaries reports were given and accepted.

Old Business; Bob Payzer read a thank you letter to our club from WULAC. (For the \$200 donation to the Safety Seminar). Steve Krueger gave an update on the Boy Scout Aviation Merit Badge event that some of our club members help out with. To volunteer give Steve a call, participation is needed on

Saturday May 8th.

New Business; Nominations for officers were taken. Dan Marlenga accepted the nomination for Vice-president. Voting takes place at the next meeting. Members of our group that made the trip to Sun-n-Fun gave a report on the adventure. Steve Krueger started and other members added their thoughts and comments about the trip. Merrill McMahan told us that Wednesday hamburger nights start on May 5th. The grill is on at 5:30 PM at Rich Coes hanger at the Wausau Downtown Airport. Drive in or fly in, all

are welcome. Membership dues are being collected. Still only \$12.00 for the year. Contact John Heckendorf to renew or join.

We were extremely fortunate to have Bob Payzers cousin Art Pejza at our meeting. Art was trained as a B-17 pilot and then advanced to flying the B-29 Superfortress. Anyone that missed this meeting missed a real treat. Art handed out a typed account of a couple of his missions and read thru them adding comments to make us all feel like we were flying along. His account of landing on Iwo

Jima with only one engine running had my palms sweating. We have a DVD or two in our club video library with Art on them. (Made for PBS ?) Bill Markstrum made a motion to make Art an honorary life member of UL Chapter 75. The motion passed unanimously.

The meeting was adjourned and food was devoured. Next meeting of NCWLF is on May 15th at John Verfuert's in Spencer. Pot luck lunch begins at 12:00. See you there!

Secretary
Jim Shnowske

Calendar of Events

May 11 Tuesday Night Fly Night
Marlenga, Post, Blume, Little
O'Hare Field

May 15 Chapter Meeting Spencer
John Verfuert's Air Strip

May 25 Tuesday Night Fly Night
Darrell and Candee Kuhn Circle K
Field

June 11-13 Little O'Hare Fly In,
Little Chicago Marlenga, Post &
Blume Airstrip. Camping and
Flying all weekend long.

June 12 Chapter Meeting Little
Chicago Marlenga, Post, & Blume
Airstrip

July 17 Chapter Meeting &
Abbotsford LaSee/Jakel
Barnstormer Fly In

Buy Trade Sell

✈ Quicksilver MXLII, N61202, 582
Blue head ,C Box, Electric Start ,4
Blade Powerfin Prop ,12 gal Tank,
Alum Wheels, Always Hangared,
Includes Comtronics Intercom/
Helmuts \$10,000 OBO Jim Hase,
Wausau WI 715-573-6643

✈ Flightstar SCII, N924EC, two
place, mylar sails, HKS700E
engine/306 hours, TTairframe 606
hours. BRS chute, full instruments,
radio, intercom, Built by Flightstar
in 1999. Priced right. Gene Carlson
7 1 5 - 7 6 7 - 5 5 6 2
lcarlo@centurytel.net

✈ Challenger, always hangared,
engine overhauled by Steve
Krueger. Ed Mux 715-536-7404

✈ Adventura taildragger amphibian.
Previous owner, Dean Turner. Ed
Mux 715-536-7404

✈ One single-place and one two-
place, tailless, flying wings. Ed
Mux 715-536-7404

✈ Rotax 447 engine for ultralight, TT
3 hrs, 2 to one gear drive, 50/34
Pusher Prop, addtl prop, Tach,
EGT, CHT, 2 fuel tanks, service
manuals \$1,200 Jim Koss 715-693-
3675

✈ Aero Vee VW engine that appears
to be 1700 CC. Needs some TLC to
make it air worthy.

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The Journey, not the Destination - by Larry Wenning

Life's a journey, not a destination. How many times have we all heard that cliché? Our trip to Sun 'n Fun 2010 sure goes to prove how true this cliché really is. The trip did not go off as routine in any sense, but, in retrospect, I'd do it again in a minute. Life's ups and downs are what make it all so interesting.

It was with a mix of fatigue and anticipation that I arrived at RRL airport Saturday morning, April 10th. The fatigue was due to the lack of sleep the prior night, I get that way before a big event. The fatigue also caused me to be, regrettably, a little snappy to my dear wife, who chauffeured me there so early on a Saturday morning. For this, I'm truly sorry.

After a bit of bumbling and fumbling in the dark, Steve & Karen in the Champ, Lyle in his Rans and I in my trusted Kitfox-heavy were off, into the predawn darkness. I was amazed, taking off third, how quickly I lost the other two planes, so I stayed my course to the east of their direct path to the meet-up at Stevens Point (STE). We chatted excitedly on "UL" through the almost one hour trip to Point. One hour to STE, a tail of headwinds to come...

As STE approached, we were joined in conversation with Paul Buss and Jim Shnowske who were a bit ahead of us. Landing at STE we gathered and were soon joined by the rest of the throng, all heading toward Lakeland. Now a party of 10, Paul Buss in his Avid, Jim Zeitlow in his Avid, Bill Reed in his Kitfox, Jim Shnowske in his Kitfox, Karen & Steve Krueger in their Champ, Arlen Krueger in his shiny Aircoup, Patrick Eron in his C150, Lyle Banser in his Rans and I in my Kitfox. With all gathered, a few photos taken, we were off to our first gas-stop, Poplar Grove, Ill (C77).

Paul's Avid gave a little trouble on start-up but was soon sorted (or so we thought) and we were on our way. Chatting on our

agreed upon frequencies we flew in our three loose groups of three all the way to C77 with a little bit of juggling and shuffling. Our staggered arrival into C77 allowed (surprisingly) quick fueling and preparation for the next leg. Again unfortunately, Paul's plane gave some oil pressure problems on start-up but a solution was found (again, so we thought) and we were off to Coles County, Ill (MTO). A few minutes out of Poplar Grove, however, Paul made the decision that his oil pressure woes were too troubling to continue. He regrettably, but wisely, turned for home while we soldiered on into the headwinds with a bit of a heavy heart at loosing a member of our quest. His tailwind-hastened trip home was without incident. However, as of this writing he still has not gotten his oil pressure issues sorted.

Prior to arriving at MTO we were told horror stories of the high winds of Central Illinois by Jim and Bill during their last trip to Lakeland. So with a bit of trepidation (for myself at least) we approached MTO, whose runways split the wind direction perfectly so that everything was cross-winded. I landed one wheel at a time, tail, left main, then finally right main at a ground speed close to that of a brisk walk. We gathered for fuel at the FBO and watched the motorcycle safety class practicing a couple hundred yards away.

Soon we were off again, bound for Carmi, Ill (CUL). We landed at CUL as the afternoon boiling of heated air was beginning to really take its toll (on me at least). After the shortest hop thus far, I was happy to get out of the plane again for a walk and a stretch. A topping of fuel and we were off again, this time for Jasper, TN (APT).

At this time, known only to a couple of members of the group, Steve and Karen were cleaning a bit of oil-spray off their windshield. It was only a little, so it was thought to be the sign of

some hard running and would get some attention later. (Insert hominess musical chord here.)

We left for APT as the evening was approaching. We would now bend our course a bit to the east and the wind would finally favor us a little, for a change. Tooling along at a good pace, Steve and Karen now openly spoke of their oil-on-the-windshield problem because it was definitely not going away. We lost, then after a bit found, Avid Jim. This was surely a sign that the fatigue was beginning to show on all of us. Tightening our groups a bit to keep together we soldiered on. Deviating a little to the north east we went around Nashville (or was it Memphis?) and pushed on into the lovely, now smooth, evening air.

Shortly Steve announced that fuel was beginning to be a concern and they were going to make a quick splash and dash at Lebanon, TN (M54), who's FBO, was luckily still open. Kitfox-Jim stopped with them to keep them company. After a slosh of fuel and a windshield cleaning they followed behind the rest of us.

Meanwhile the rest of the group approached APT. This is a lovely airport nestled in a valley at the beginnings of the Tennessee hills, made famous by Dan Marlenga's telling of the tail of the "Promised Land". The fatigue, of what would be (for me at least) a 10.5 hour flying day, was showing. After starting a turn to down-wind for what was actually the interstate, I needed assistance finding the airport. Patrick lent me a hand, or at least a voice over the radio and we were soon on the ground preparing for our first night's camping. Within a half hour we were all together again, Steve, Karen and Jim having caught up.

We were all in the mood for some food after not eating more than a granola bar or a handful of trail mix all day. A call to the local Western Sizzler yielded a ride to

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The Journey, not the Destination - part 1

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their restaurant by the manager and a recruited buddy. Lyle's daughter and her boyfriend joined us there and spent the night camping with us, too.

After a chilly night's camping we were to set off for LaGrange, GA (LGR). Examination of Steve and Karen's Champ soon concluded that the front seal must be leaking a bit and would need to be replaced, probably at Lakeland where parts could be had. With that "settled" we fueled and were on our way.

Climbing through the smooth morning air we went up to 5500 feet to clear the Tennessee hills with a little extra altitude to spare for good measure. 30 minutes or so into the leg, something happened.

A very quick, terse call was made by Steve stating that they were "Having an emergency. I've lost my prop. I have a field and I'm putting it there." Steve said. Watching out my left window, I saw the Champ was loosing altitude quickly. Someone made the call to watch out for the rest of the group so as to avoid another catastrophe, a mid-air collision. With this in mind I stayed safely up high at 5500 feet and circled to the left to watch the dramatic landing unfold. There were calls for other usable fields, but by this time Steve and Karen were wisely committed to the one that was chosen and they were going there. I watched as Steve deeply slipped the Champ to drop down into their field. From way up at 5500 feet, the landing looked picture perfect smooth as they rolled out and made a turn to the left on the ground to avoid an approaching fence line. All the while, watching the landing I was almost chanting to myself, Don't flip. Don't flip. Don't flip! A few moments after they stopped, I saw Steve jump out of the plane and move to the cowling to examine the engine/prop

problem. To me, this meant that Karen must be okay if Steve was looking at the plane and not to her.

In the mean time, Arden had made the discovery that there was an airport just a couple of miles from Steve & Karen's landing site. Lafayette, GA (9A5), properly pronounced "la-FET" by the locals. Arden announced that he was headed there. After gathering Avid Jim, who had been following Steve and Karen, we were all soon landing there, too.

I'll let Steve and Karen tell their story elsewhere in more detail, but suffice it to say they were not going to continue to Lakeland with the rest of us. In the end, they spent what turned out to be a couple of very enjoyable days in northern Georgia, making new friends and rolling with the punches life threw at them.

By 2 pm that Sunday we were getting ready to continue again. Lyle had given rides to every enthusiastic member of the Hicks family, who were Steve and Karen's impromptu hosts. With a very heavy heart, not only to us flying away, but for those staying on the ground, we prepped to leave Steve and Karen in Georgia, with their own mini-adventure.

The remaining seven members of the group continued on to LaGrange (LGR), for our next scheduled fuel stop. After a very quiet, uneventful leg, we landed for fuel at LGR. Gathering together in the FBO there, we decided to deviate from our plan and stop for the night at Americus, GA (ACJ). A very friendly attendant let us have use of the FBO building and the courtesy car for the night. We discovered much to our dismay that Sundays in that particular county are dry, so the much needed drink we all wanted with our dinner would have to wait

for another day.

We set out, bright and early for the final couple hops into Lakeland. The morning was bright, beautiful and incredibly smooth as we flew into Cross City, FL (CTY) for our final fuel stop on the way down. All fueled up, we went through our arrival procedures and strategy to keep together as a group. We left for Lake Parker (the first step of the arrival procedure). We kept the speed down in order to stay tight.

Over Lake Parker, Jim was contacted by the approach controller. Jim explained that we were arriving as a group and we were passed into the tower and on to land at Lakeland (LAL). This was a little disappointing in that I never got to rock my wings! There was a little drama getting into the airport with one of our group landing with the heavies on the other runway, 9 right, but all in all we were there and within 30 minutes we were all tied down together in the Homebuilt Camping area. (With exception of Arden, who had gone on to the Classic area to meet up with friends and other Aircoups.)

We spent the rest of the day Monday and Tuesday at the show and had a good, albeit expensive, visit there. We were treated very well by Mary and her family who were, as usual, hosting the Homebuilt Camping area. We decided as a group that we would head out first thing on Wednesday morning. The Tower opened at 7 am, so that was when we were hoping to be leave. Before we left, Avid-Jim decided that he was going to stay another day in Lakeland, then move on to the east to visit some relatives in Florida and make his own way home via the new home of his Comanche in Alabama. Now our group would be down to six planes and their respective pilots...

TO BE CONTINUED...

Buy Trade Sell

Spring landing gear with wheels, tires and cable brakes. Tinted canopy 6' x 2' approx 18" high. Ron Lorch 715-891-7234.

✎ Pober Pixie plans and full set of ribs. Meets LSA requirements. \$125 Rich Prange 715-536-1704 bighill@dwave.net

✎ 2007 Sky Ranger, Certified E-LSA, N8089J Rotax 582 Blue head, inverted, w/B gear box, 2.58:1 ratio, 24.4 Hobbs hrs. New GSC 64" 2 blade ground adj. propeller, on order. ICOM A4 radio, head sets, intercom. ptt switch. 2004 NAVMAP color GPS w/2008 updates. Located at Stevens Point (KSTE) hangar 5E, come and take a look. Asking \$27,500.00 OBO Bret Taplin 715-341-4093 btaplin@msworldnet.com Owner is FAA certified S-LSA, E-LSA repairman w/maintenance rating.

✎ Other items. Ext radio antenna. Stratomaster EMS582 Tach, 2-EGT, 2-CHT, Hobbs, coolant temp, flight timer. Strtomaster ALT-ASI altitude, air speed. C gear box 3.00:1 ratio. RK400 clutch assembly. Tools needed to remove the B gear box, and install the C gear box. 68" IVO 3 blade, quick adj. ultralight 10-28 high pitch prop. Over \$3000.00 invested, make me a reasonable offer. Bret Taplin 715-341-4093 btaplin@msworldnet.com

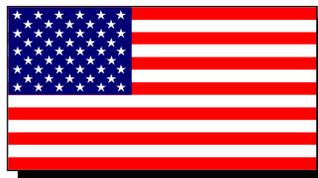
✎ 2000 Challenger II Two seat, long wing, Rotax 582, 64 HP, dual carb, dual ignition engine w/ electric start. Remote cockpit choke and radiator control, airframe 125 hours, engine 15 hours, always hangered in Wautoma. Many extras. Inspected/Certified Experimental \$24,000 obo John Reis Hartford, WI 262-673-2636 262-224-2636.

✎ 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

✎ CGS Hawk Arrow II, N46229 HKS 700E, 3 Blade Power Fin Prop, 20Hrs TT, Tricycle Gear, Hangered at Rusk Co. Airport. \$23,000 Earl Cnatl 715-868-5851



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