

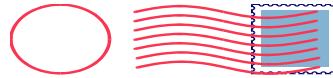


EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

Editors Notes by Bill Markstrum



Today my wife called me in from a project in the garage and said that Tom Voss was on the phone. He reminded me that this months newsletter copy had to be in early since the June meeting date is on the second rather than on the third Saturday. Yes, I had forgotten that. Fortunately, the badly needed rain had just started which closed down any outside work. I am now at my desk looking at a blank sheet of paper while I try to stir up my equally blank mind. But, as fliers do, I shall have to "wing it."

Part of my problem is that I have been out of the loop with airplanes and fliers, my only inspiration has been watching Rick Coe fly over in his bright yellow Zenith and all yard work stops when one of the three Stearmans based here at the Wausau Downtown Airport flies over, low in the pattern. Those are the sights and sounds of my youth, airplanes with two wings and a round engines!

Each May I regretfully have to miss that special chapter meeting at John Verfuert's airstrip in Spencer. I'm the Poppy Chairman for my VFW Post and our Poppy Sale always fell on that same weekend. This year I picked the dates so there would be no conflict with the Spencer meeting. Ron Detert and I both planned to attend but family matters kept both of us that weekend. The best laid plans, etc. Ron's reason was certainly

a relevant one in that he and wife Vivian attended the graduation of their daughter, age 54, and grandson, age 31, both graduating with honors with degrees as Clinical Laboratory Technicians. Both will attend the University of Stevens Point to obtain their Bachelor of Science degrees in that field. How's that for

all yard work stops when one of the three Stearmans based here at the Wausau Downtown Airport flies over, low in the pattern.

mother-son teamwork? Incidentally, the grandson was also awarded a \$2,000 scholarship toward that continuing education which I'm sure pleased his mother. Now she can ask him for book money.

I mentioned our annual Poppy sale earlier. Every year I have fewer men to man the sales spots but we did quite well due to the great generosity of people toward we veterans. Especially meaningful to us when we thanked a person for their donation, they in turn thanked us for our service to our country. I'm proud to have served and mighty thankful to have survived combat.

I haven't been able to monitor the progress on Dr. Glenn Burt's replica Sopwith Pup as much as I would like but am currently trying to set up a meeting with him and a lady that specializes in leather upholstery. If she doesn't have the desired leather for the seats

and cockpit coaming, I have offered him my tanned deerskins for the job. Those should be real comfy but he then might have to change the Sopwith model from "Pup" to "Buck" or "Doe".

To wrap up this months notes, I'm happy to report that Bill Reed is recovering nicely and still in the rehab unit in Stevens Point and treated locally there, eliminating those trips to the Madison Doctor, as in the past. Keep up the good "welding" Bill.

Steve Krueger reports that all the Champ engine components are now available to the mechanic in Georgia and Steve expects to be able to fly his bird home in a week or two. Gary Schulz has offered to fly Steve down there in his Cherokee to pick up Steve's "Errant Aeronca" Many thanks Gary, another case of "Birds of a feather sticking together". Bet your airtime down is much less than Steve's trip homes!

You will note that our June chapter meeting will be at "Little O'Hare", the home field for the Dan Marlanga's and the Russ Post's. Those of us who haven't yet seen or flown into that wonderful Shangri-La are eager to see how the Country Gentry live and fly.

On the twenty-first of this month Summer officially "takes off". I hope that you and your wings are ready to do the same. Have a great "Airborne" summer.

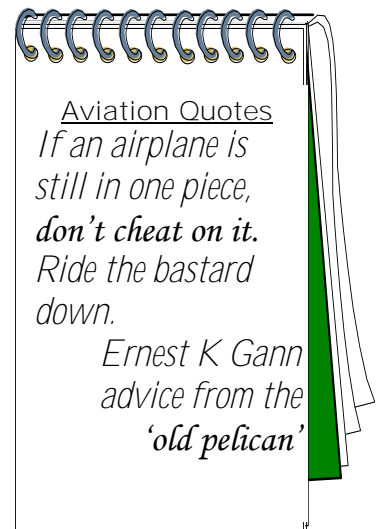
Bill Markstrum

Vol 15, Issue 6

June 2010

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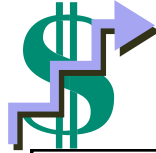
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Aviation Quotes
If an airplane is still in one piece, don't cheat on it. Ride the bastard down.

*Ernest K Gann
advice from the
'old pelican'*

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



NCWLF Treasurer Report May 2010

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<i>Checking</i>		<i>Savings</i>	
<i>Balance fwd</i>	<u>\$ 946.92</u>	<i>Balance fwd</i>	<u>\$ 2,277.90</u>
<i>Checking Deposits</i>	<u>\$ 244.00</u>	<i>Transfer to Checking</i>	<u>0.00</u>
<i>Checking Payments</i>	<u>\$ 14.96</u>	<i>Interest</i>	<u>.10</u>
<i>Transfer to Savings</i>	<u>\$ 0.00</u>	<i>Savings Balance</i>	<u>\$ 2,278.00</u>
<i>Checking Balance</i>	<u>\$ 1,175.96</u>	<i>Total Cash:</i>	<u>\$ 3,453.96</u>
		<i>John Heckendorf</i>	

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

May we Send you an Electronic Version of the Newsletter? Yes No

e-mail address

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Name _____

Address _____

City _____

State _____

Zip _____

EAA # _____

Type of plane 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. Send items you would like included in the newsletter to:

Thomas L. Voss

15203 Short Lane Dr Marathon, WI 54448

tvoss@pcpros.net

Items received by the 5th are considered for that months' publication.

Send change of address and membership inquiries to:

John Heckendorf (715) 536-7748

Send comments, questions, suggestions, etc... to tvoss@pcpros.net

The Journey, not the Destination - part II continued from last month

Wednesday morning dawned clear and beautiful. The five of us (Arden would follow as he could) pushed out to the taxiway at just about seven and made our way to the departure area. After what seemed like 20 miles of taxiing, we arrived at the hold short line for runway 9 right, and there we sat. 5 minutes. 10 minutes. 15 minutes. Finally Kitfox-Jim transmitted to the tower, "Good morning Lakeland tower. Is anybody home there?" No one was. Jim eventually contacted someone on the ground control frequency and got a clearance from them to leave. By the time Jim came back to the tower frequency his announcement that we should go quickly, was stepped on by the rest of the group's frustrated chatter. Never the less, Jim pulled out onto the runway and departed. We all followed suit figuring he knew something we didn't. (As was the case!)

The leg was beautifully clear, smooth and scenic as we went up the west coast of Florida to Cross City, our first stop for gas. As we were fueling, Arden came along in the Aircoup to join us. We were off again, six of the original nine planes. Our next stop was LaGrange and then on to Lafayette to collect Steve & Karen. Our trip north went very smooth. We had the wind at our back most of the day, severe-clear over our heads as we counted power plants beneath us as we went on our way. We arrived at Lafayette, on time, about 4 pm, with Steve & Karen waiting for us.

Introductions were made to their new friend, Kevin, a local county deputy and part time helper at Gann Aviation. Then we all met Carlus Gann, the owner of Gann Aviation. Ironically, Gann Aviation is a business on Lafayette's airport that is renowned for aircraft engine

building. Steve and Karen, quite by accident, had their little "incident" right by one of the more prestigious engine builders in the country. Talk about lemons into lemon aid!

After an awesome dinner which included some real southern fare like hush-puppies and fried okra, we settled in for the evening. For the record, I'd have to say, Carlus' couch in his office was extremely comfy and I slept like a rock! By now, I had had enough of tents and air mattresses.

Thursday morning dawned beautiful and we were soon off again. This time we were up to eight people in the six planes! Kitfox-Jim and I had each acquired a passenger. However, in order to do this, we each left our camping (and most other) supplies with Steve & Karen's gear to be picked up by ground transport, at a later time.

The weather was good, on the way north from Georgia. We made the hop to Carmi, Ill, again for auto-gas. This time we stopped for a little while. We commandeered their two (2!) courtesy cars and went to Subway for lunch. Afterwards we again checked the weather for the final push home. There had been a stalled out line of rain and thunder storms across WI and IA we were watching. Things were looking good, for the moment, so we departed for Poplar Grove.

Poplar Grove was again being savaged by uncooperative wind when we landed (which actually caused me and Steve to do a go-around). Finally getting settled, we fueled up and checked the weather situation. After some discussion we decided we would make for Reedsburg, WI (C35) rather than straight north for home. There was a slot in the rain activity that looked

favorable. The plan was to go to C35, get something to eat at the restaurant across the street, then make a decision to stay there for the night of press on to home. This was to prove a fateful decision.

Arden, Patrick, Kitfox-Jim & Karen landed at Reedsburg. Steve and I were 4th to get there, just as the rain started. Lyle and Bill, who were 10-15 minutes behind Steve & me, were monitoring our weather situation and made the wise decision to divert to another airport, initially Prairie du Sac, WI (91C). As they turned for 91C, Lyle saw Baraboo-Dells, WI (DLL) right off his nose, only a few miles away. They made quick time to DLL and Lyle landed first, on the grass runway. Bill, who had been tight behind Lyle decided to go around to give Lyle time to clear the runway.

Only Bill knows exactly what happened next. He landed hard, very hard, just off the airport property, rolling his Kitfox, end over end. As of this writing, Bill is still hospitalized in Madison and is recovering from his injuries. We are all hoping and praying for his speedy recovery.

As soon as the weather allowed, we (quickly) flew from 91C over to DLL where we met up with Lyle who had been, to this time, still with Bill. After discussing the situation and deciding that there was nothing more we as a group could do for Bill, he was in the very capable hands of the EMTs and Hospital personnel; we got a shuttle to one of the resorts in the Dells that rent cars.

Arriving at the resort, the process of getting a rental car, after hours, began. Mind you, there were now seven of us, so a van was what we needed. The only car available was a Nissan. It was definitely not a van. We loaded our meager supplies in

Next NCWLF Meeting June 12

Our next meeting is on Saturday June 12 at 1:30 at the Little O'Hare Fly In, Little Chicago. This is one week earlier than usual.

GPS coord N45 01 425
W89 49 786

See flyer for Driving/ Flying directions and additional information.

Hope to see you there.

New EAA UL Chapter 75 Members

- Allan Woldt - Wausau
- Dr. Glen Burt - Wausau
- Dave Meyers - Merrill



Calendar of Events

- 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
- July 26-Aug 1** EAA AirVenture July www.airventure.org/planning/advance.html
- August 8** Musky Day Fly In Boulder JCT
- August 19,20,21** WI State Light Plane Fly In, Wild Rose
- August 21** Chapter Meeting Wild Rose
- September 3-5** 7th Annual Price County Airport Fly-In Phillips, WI Registration Friday Sept 3rd at 3:00. 3rd Annual Hobo Dinner Saturday night (free will donation). We welcome all size planes, chutes, etc. Camping is available right at the airport. Jim and Jeanie Heizler. Price County Airport
- September 18** Chapter Meeting & Fall Fly In

(Continued on page 5)

The Journey, not the Destination - part 2

(Continued from page 3)

the trunk and began to load into the car. It was apparent, to me at least, that seven people were not going to fit; so I took one for the team and climbed into the trunk. (Where I believe I was more comfortable than any other member of the party!) The ironic part of all this was: I was really the only member of the group familiar with the area for driving directions.

We found hotel accommodations in Baraboo for the night, at a more reasonable rate. Lyle, Steve and Jim went to try and see Bill, while Karen, Arden, Patrick and I went down to the attached bar & grill for some well deserved food and a badly needed drink, (or three). After a short time, the guys returned and joined us. After giving what information they had been able to get about Bill, Karen interpreted the medical code language to mean that Bill was very critical, but still with us. After a stress relieving gab session and another

drink or two, we retired to our rooms.

The next morning, Lyle headed for home right away in order to make it to work. Jim took him to the airport and he made a very bumpy, headwind filled trip back to RRL. We regrouped at the hotel, had a bite to eat and finally set off ourselves. Jim and I returned the rental car (we were down by one more so I didn't have to ride in the trunk any more!) and were shuttled back to the airport. For me, it was a very melancholy feeling, knowing that one of our members was not going home, anytime soon.

While reviewing the weather, Lyle called us announcing his safe arrival at home. His trip was bumpy and windy, but safe. At that point we set out. Patrick and Arden headed direct to Antigo, while Jim & Karen in Jim's plane and Steve & I in mine headed for Merrill. Other than 30+ mph headwinds, the

trip was uneventful. Jim & Karen went to Jim's strip where he then drove his truck to Merrill to deliver Karen, while Steve & I finished the trip landing in Merrill at about 11 am, Friday April 16th.

As a side note, Avid-Jim made a safe trip and arrived home Sunday the 18th at around 2 pm after overnighing Thursday night with family in Florida, the new owner of his Comanche in Alabama Friday and his daughter in Kenosha on Saturday.

As you can see, the majority of this tale is in the journey. The destination was incidental. One member of our throng is still on the journey. We are hoping for him to complete his journey home very soon. Despite the lows of this trip, I would surely do it again in a minute for the highs. The journeys taken in life are always more spectacular than the destinations.

Larry Wenning

May 2010 Meeting Minutes

Meeting called to order at 1:47 pm by Steve Krueger. Introductions were made by everyone present. April meeting minutes were read by Larry Wenning. Treasurer's report was given by Dan Marlenga. Motion to accept as read by Bill Kaiser, 2nd by Jack LaSee. Steve Krueger gave a brief Bill Reed update. Jack LaSee suggested that the Hat be passed to assist in Bill's need for new glasses, his were lost in the wreck. \$184.00 was collected. Steve Krueger gave a brief report on the success of the Boy scout Camperee and aviation merit badge. Steve Krueger gave a general reminder of the return of Burger Night at the Wausau Downtown airport, 5.30 pm Wednesday evenings at Rick Cole's hangar. Fly in or

Drive in using gate code 20200#. Additional mention of Breakfast at 8 am on Saturdays also at Rick's hangar. Officer elections were held for Vice President, the only open office, Dan Marlenga was unopposed. Larry Wenning accepted the board member position which Dan Marlenga vacated. Motion to accept officer changes was made by Jim Klement, 2nd by Bill Kaiser. Steve Krueger read a notice sent from EAA regarding the need for Work Parties to prepare the AirVenture grounds for 2010. Weekends and Week days were needed to be filled. Discussion of Tuesday night fly-ins: It was determined to make the following Tuesdays the rain day if the original Tuesday is cancelled due to weather. If the

second Tuesday is also rained out, then that event is cancelled. Steve Krueger mentioned dues to renew are \$12.00 per year. Dan Marlenga discussed the plans for next month's meeting at Little O'Hare. There will be a flier sent out to the chapter with details. The event will begin on Friday evening and extend through Sunday. Camping is welcome and encouraged. There will be flying events through the weekend. A request was made again for items to include in the consignment shop in the Red Barn at AirVenture. Items to be included in the newsletter shall now be required by the end of the previous month. Motion to adjourn was made by Lyle Banser, 2nd by Joe Mapes.

Minutes taken by Larry Wenning

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. If the weather doesn't allow us to fly we will try again the following Tuesday.

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.

June 8 Jaks Field

Jim Sandy Shnowske 3 miles SE of Mosinee (Inside Class D Airspace) N44 46 365 W089 35 274

June 22 Turner Air, Dean Turner 3 miles north of Tomahawk Lake Nokomis N45 34 617 W89 44 945

July 13

Norrie Brook Field Paul and Sue Buss 25 miles east Wausau N44 52 384 W089 13 782

July 27

See you at AirVenture Oshkosh 2010

Buy Trade Sell

✈ 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 715-767-5562 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 a i r w o r t h y . Spring landing gear with wheels, tires and cable b r a k e s . 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 hangared 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 Cinatl 715-868-5851

✈ Rans S-18 Amphibian. 15 hours. Pneumatic retract system, fiberglass floats, 2 seat tandem. \$15,000.00 without engine. \$30,000.00 with a 912S engine. W a u t o m a . M a r t i n Goochmac2@aolcom

Calendar of Events cont...

(Continued from page 4)

October 16 Chapter Meeting

Location TBD

November 13 Chapter Meeting

Abbotsford

December 11 Chapter Meeting

Merrill Xmas Potluck W/EAA 640

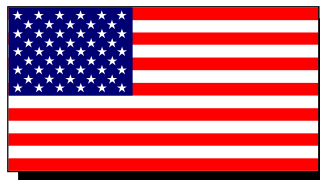
Updated monthly.

*Contact: Thomas L Voss
15203 Short Lane Dr
Marathon, WI 54448
tvoss@pcpros.net*





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This may be your Last Newsletter.
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Or, check your mailing label.
Send your membership dues today
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PO Box 12
Schofield, WI 54476



Other Area EAA Chapters

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262-820-9938
steve.magdic@1psg.com

EAA UL 41 Oshkosh
Bill Brown
920-721-9237
bill.brown@alcan.com

EAA 640 Gleason
Harry Gladwin
715-453-8669
hnglad@newnorth.net

EAA 992 Marshfield
Dave LeVoy
715-676-2282
(No e-mail)