



# EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

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## Editors Notes by Bill Markstrum



Happy “Cinco de Mayo.” It appears we do have some cause for celebration in addition to this Mexican holiday. Even the huge piles of snow on the Wausau airport have finally disappeared. While it’s still a small gamble, I think I can now safely remove the chains, wheel weights and snow blower from my tractor. It’s certainly been a long winter and it didn’t leave gracefully. Ask anyone in or around the Merrill airport. My information is sketchy on damaged hangars and planes at that airport, but we did see newspaper pictures on one or two aircraft under damaged hangars. Dody and Phil Neubauer’s 150 Cessna was overturned despite secure tie-down. It will require extensive repair. It seems, unfortunately, that our northern tornados tried to match or outdo the ill-winds experienced at Florida’s Sun ‘n Fun event. Let’s hope we will have a calm summer with no injuries to planes or pilots. We were especially pleased to hear that no damage occurred to the beautiful Rans that the late Bob Payzer built, nor to Steve and Karen Krueger’s Aeronca Champ. Before Bob’s untimely death, I had told him about the young priest at Resurrection Parish (site of Bob’s funeral) who was anxious to take flying lessons and become a licensed Light Sport pilot. Bob offered him the use of his Rans with Steve Krueger as instructor to achieve that

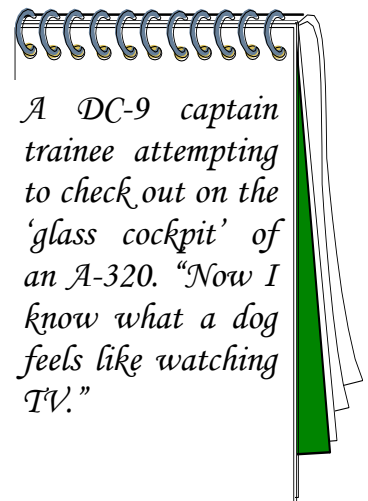
goal. Steve has now been giving lessons to Fr. Greg Michaud in the Champ. Steve wishes to keep the Rans on its amphibious floats rather than convert back to wheels. Float-equipped is not suitable for a new student’s landing, plus the fact that it is rated as experimental and cannot be used for instruction. Each time I stop to visit with Fr. Greg, I can tell if he has gotten in the air that week by the width of his smile. This was true even before his formal lessons with Steve when Fr. Greg logged about 4 hours in Glen Witter’s beautiful Stearman, after which I nicknamed him “Cadet Michaud.” I copy Fr. Greg each month with our newsletter because of his very keen interest in aviation. Perhaps, along with Jack Burkam, Fr. Greg can be our chapter’s chaplain. Looks like we are all winners. We have a Chaplain and Steve can say, “God is my copilot!” It seems my way-out mind got to thinking of the future. If Father Greg could ever afford his own plane, what would he name it? Father, may I suggest “Roamin’ Collar?” I probably won’t make the May Chapter meeting in Spencer because I’m in charge of VFW Poppy sales for my post. Don’t forget to be generous when you pick up your poppy to support those that gave so much to our nation. Speaking of which, how about those

Special Forces guys and their Stealth helicopters that took out Osama Bin Laden? Happy “Has-been-Laden” Day! While in a military frame of mind, I want to mention a special treat I had on that last beautiful, calm Friday we had. As I drove past the airport, I noticed that Dr. Glenn Burt had his completed Sopwith Pup wheel-chocked out in the sun on the tarmac. What a beautiful sight! He had the cowling off to do a run-up and make full-system adjustments before he starts taxi tests prior to that first exciting flight. I’m planning to be involved in this November’s Veterans’ Day celebration at the Marathon County Courthouse. This used to be known as Armistice Day, the day on which World War I ended, the signing taking place on the eleventh hour of the eleventh day of the eleventh month. This year is especially significant in that we can add, “the eleventh year.” Tentatively, if we can put it all together and the weather cooperates, Doc Burt and I are planning a “surprise party” of sorts. While I am reciting that meaningful WWI poem, “Flanders Fields,” Doc will do a fly-over in his replica WWI Sopwith fighter. How’s that for a “Time-Warp?”

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*A DC-9 captain trainee attempting to check out on the ‘glass cockpit’ of an A-320. “Now I know what a dog feels like watching TV.”*



## Robert John Payzer Donation

Most of you may be aware of the \$100,000.00 donation from the minutes from last months newsletter. The inheritance from Bob's will was overwhelming to say the least.

On April 21st our Chapter Director had a teleconference with an EAA Chapter tax attorney and local CPA Richard Mamer. We need to make sure our chapter is in good standing with State and Federal tax laws. We are.

Chapter income from dues,

fundraising, and interest need to be addressed with a simple yearly filing. Chapter Directors need to determine a couple of ways to go but we want to keep things simple.

We need your input on what to do with the donation (Deadline July 31, 2011). This 3 month decision is recommended by EAA and CPA Richard Mamer.

Submit in writing or email to one of our club officers. Ideas will also be collected at the next three chapter meetings.

Club officers will narrow it down and the club will have the final vote.

Our Chapter was built on helping each other, flying, friendship, and having fun.

With your help the focus and future of Chapter 75 will always remain the same.

I believe chapter 75 is far wealthier in many ways than any bank account will ever show.

Clear Skies Always,  
Steve Krueger

## April 2011 Meeting Minutes

The April meeting of the NCWLF was held at the Stevens Point airport FBO. Approximately 35 people attended. President Steve Krueger called the meeting to order. Members that brought food were thanked for providing lunch for the group. Introductions followed. The treasures report was given and accepted as read and the meeting minutes from the BOD meeting were read.

Old Business: Steve Krueger talked a bit about the donation from Bob Payzer and how club members can submit ideas for use of the donation either in writing or by e-mail to a member of the club Board of Directors. Larry Wenning had some forms for people to use to submit ideas. The Memorial Brick for Bob Payzer was finalized and reads: Robert John Payzer EAA UL 75 & EAA 640

Chapter 640 is paying half the cost of the brick (by their request).

New Business; Steve K. gave a short report on the tornado that hit the Merrill airport.

Steve and some other members were on the airport when the tornado hit. Some airplanes were destroyed and most hangers were damaged. Steve may send out an e-mail to invite people to help clean up around the airport in about a week.

Larry Wenning is coordinating the Tuesday Fly Nights this summer. The first is May 10th to the Post, Marlenga, Blume-Voss Little O'Hare airstrip near Marathon.

Steve K. had info from the EAA about the weekend work parties at OSH. Dates are May 14-15, 21-22, June 11-12, 25-27, July 9-10, 16-17.

Project reports: Brett Wilke reports that the second wing of his Thatcher CX-4 is done and he is working on the center section. Don Mahn reports that he is putting dope on the fabric of his Pietenpole project. He'll be rib stitching soon. Ron Detert is picking up his engine for his Mini-Max soon. He should be getting his plane into Sid Cohens hanger next month for aligning and rigging. He

also reports he has a couple of boxes of AN bolts that he had gotten from Bob Payzer that members of our club are welcome to.

Nomination of club Officers took place with Joe Mapes doing the honor of opening up nominations to the floor. President, Vice-President, Secretary, and Treasure positions remain the same as there were no nominations to challenge the positions. The next meeting will have an election for trustees. Paul Buss, Larry Wenning, and Joe Mapes were nominated for two positions.

Merrill McMahan told the group that Wednesday Hamburger Night commences again on April 27th at Rick Coe's hanger at the Wausau Downtown airport. Grill is fired up about 5:00pm.

The next meeting of the NCWLF will be May 21st at airstrip of John Verfueth. Cookout starts at noon. Bring your own meat to grill. Meeting is at 1:30pm.

Jim Shnowske  
Secretary  
EAA UL Chapter 75

## Next NCWLF Meeting May 21

Our next meeting is at 1:30 on Saturday May 21 PM at John Verfueth's airstrip; located 2 miles south of Spencer on Hwy V east side of the highway. Our annual cook out (dish to pass) at noon. Grill available for cooking.

GPS Cord N44 43 340 W90 17 780 Non radio arrivals in effect. Radio equipped Monitor and self announce on 122.9.

Contact John for any additional information  
715-570-1679.

## Calendar of Events

**May 21** Chapter 5 Meeting  
Spencer John Verfueth's  
Airfield

**June 11** Little O'Hare Fly  
In, Little Chicago.

**June 11** Chapter  
75 Meeting Little O'Hare Fly  
In

**July 16** Chapter 75  
Meeting & Jakel/LaSee  
Barnstormer Fly In,  
Abbotsford

**July 25 -31** EAA Air  
Venture Oshkosh

**August 14** Bob Payzer's  
Musky Day Fly In Boulder  
Jct Airport

**August 20** Chapter  
Meeting 75 / Wild Rose Fly  
In Idlewood Airport

**August 27** Wenning  
Shindig

**September 17** Combined  
Fall / 75 Chapter Meeting  
Fall Fly In Flying "O" Ringle

**October 15** Chapter 75  
Meeting Location TBD

**November 12** Chapter 75  
Meeting Abbotsford Jakel  
Field

## Buy Trade Sell

- ✈️ 1947 Luscombe 8A Half interest Qualifies Light Sport S/N 5689, N2962K Continental 65hp (A-65-8) Aluminum/blue, Cleveland brakes, New tail wheel, Skis, Sporty's A300 Transceiver, external antenna, push-to-talk, intercom. Airframe Total Time: 3164 hours. Engine: 787 SMOH. STC autogas (SA730GK, SE634GL) Current annual 6/2010 Hangered Stevens Point, WI \$8,000 Charley White 715 344-5646
- ✈️ Single Seat Challenger 715 613-6176 \$9,100 Ask for Landis.
- ✈️ 2008 Avid Mk IV on tri gear N9548A, Rotax 582 blue head W/180 hr. Easy fold wings. 14 gl. wing tank, Air sp, Alt, Vsi,Rpm, Egt, Water temp,Hobbs, Lowrance G.P.S. Power Fin/3Blade prop 18,000 Or Best Offer. Jim Jagger, 715-592 6402 C 715-630-4059
- ✈️ Looking for members to start a club to purchase a light sport airplane; about \$5,000 buy-in, three to 8 members My home phone (day time best) is 715-845-5483. Tom Malato
- ✈️ Wanted: AN bolts, nuts, washers, etc. Prefer grab bag of mostly AN-3, new or like new. Can be dirty. David Harris 715 362-6 9 4 9 dpharris47@gmail.com
- ✈️ Challenger, always hangared, engine overhauled by Steve Krueger. Ed Mux REDUCED TO SELL 715-536-7404

(Continued on page 5)

## Beyond Bemidji an experimental adventure

So, what's beyond Bemidji you may ask. Most non-Minnesotans will think: Gosh, is there anything? ... let's see, the Canadian border is up there somewhere, and how about Grand Forks, oops, that's North Dakota. So try Bagley, Gonvick, Gully and Clearbrook. In my case these little burbs are important because my #2 daughter and her family live there. On occasion my wife Dixie and I take an all-day drive in the Buick to go there. This time it's different. A chaperon is needed for four days while my daughter, mother of two children and a foreign exchange student, attends a work-related conference in Phoenix.

My granddaughter Anne has just turned 16. It turns out that Grampa has been looking for an excuse to fly there in his Avid. Having recently overhauled the carburetor and serviced the landing gear, he was ready for an early Spring flight.

And so it happened! March 30, 2011. Bagley (7Y4) is the nearest public airport to my daughter's home near Gonvick. Single runway, unattended, no fuel, portapotty for services; just the kind of field this readership knows and loves. It fit Anne's preference too as I definitely needed ground transportation. I landed 7Y4 at 16:30 giving her time to drive from Clearbrook after school let out. She showed up in her PT

Cruiser as I was heading to the portapotty. We each took pride in our perfect timing, then proceeded to tying down N525VM, an Avid Flyer, Mark IV model. I purchased it five years ago from the builder Vince Stokosa of Fond Du Lac. It is incomplete cosmetically but functionally complete to my satisfaction.

For me satisfaction means capable of serious x-country flight. At 600 lbs empty, 1150 gross wt and 80 hp Jabiru engine, it serves me well.

Eagle River(EGV) is home base for me, with 7Y4 being a distance of 308 statute miles, on a course of 292. That puts Superior (SUW) right on course, close to the half-way point where I chose to stop for lunch, restroom and gas. That leg went well, but as always it seems, a headwind factor developed, reducing my groundspeed to 80 mph. I landed SUW with 1:56 hrs on the clock. I decided the fuel supply was sufficient, only having used 8 of 24 gallons. I wanted to meet Anne on time at 7Y4 so headed out for my destination. All went well except for the winds which further conspired against me. My second leg time was 2:20. The adventure part of my trip starts the next day, Thursday, when a urinary tract infection sets in. I had experience with these infections in the past but a good Urologist treated me and prescribed medication that has been effective for years...until now.

I had hoped to return home after the weekend but that

was before the attack. A weather window looked open for Tuesday and Wednesday but my condition wasn't improved enough yet.

While I felt fine in every other way, the frequent urges would have me landing every 30 minutes or so. By the way, turbulence makes it worse I discovered.

Wednesday noon I took-off in Depends underwear for the first leg to Bemidji for fuel, only 20 minutes. That went okay but I had not yet stuffed extra pads in for fear of the line boy wondering about my baggy look. I waited till the bill was paid and no one around the plane. As inconspicuous as possible I packed in extra pads and quickly boarded. Taking off for SUW I wondered how long it would be before I was forced to test this automatic urinal. I thought to myself: after all, am I not flying in the EXPERIMENTAL category? This is as it should be. I decided on non-stop, BJI to EGV. Time enroute 3:50, the 10 mph headwind devil with me all through the total trip! Fortunately, it was after 17:00 when I landed EGV. The field was deserted of my usual gawking friends; my briefs were hanging rather low, heavy with the full afternoon's production. My wife shows up to transport me home. I requested clearance "direct to the shower!" I think she was impressed with how determined I had been to get home to see her.

Jim Zietlow

## Salute to Quicksilver at AirVenture 2011

Attention Quicksilver owners. Since the very earliest days of ultralight flying the Quicksilver has been the most popular choice for affordable, fun, wind-in-the-face flying. In recognition of its popularity, the 2011 theme for down on the Farm in the ultralight/light plane area will be "Salute to the Quicksilver." If you own a Quicksilver and have considered bringing it to EAA AirVenture Oshkosh, this is the year to do it.



The goal is to have a lot of Quicksilvers, all makes and models, down on the Farm. With a good turnout of planes, the colorful sails of Quicksilvers should make quite a sight in front of the Ultralight Barn. Owners can

fly into the ultralight/light plane runway following the procedures outlined in the FAA-issued NOTAM or trailer to the convention. Camping under the wing of your plane is welcomed and a great way to attend the convention. Planning for special programs is in development and will be reported in upcoming issues of Light Plane World. If you have any questions, contact Timm Bogenhagen at 920-426-6831 or [tbogenhagen@eaa.org](mailto:tbogenhagen@eaa.org)

## Tuesday Night Is Fly Night

This is my first edition of the Tuesday Night Fly-In Corner. I plan to submit a little write up for each of the events that I can get to (or find a volunteer to help if I can't make it). The season is wide open at this time, so if you want to host a fly-night let me know and I will get you on the schedule, ASAP. Please, nothing fancy. Kool-aid and Kookies are all that is needed (if even that much!).

Our first fly-night is at Little O'Hare airport. See the chapter website for GPS coordinate locations. Little O'Hare is the home of Russ & Julie Post, Dan & Patty Marlenga, Mark Blume & Tom Voss. So, lets all come to the LORD on Tuesday, May 10th, weather permitting. Rain nights are the following Tuesday.

Please: If you have a private strip or permission from your local airport manager, contact me at [TheAv8r-Web@yahoo.com](mailto:TheAv8r-Web@yahoo.com) or 715-218-8002 or 715-536-5326 to get on the list or for updates on where the next event will happen!!

Now if we can work on improving the weather, just a little bit... Larry Wenning

- May 10** Little O'Hare  
Post, Marlenga, Blume-Voss  
6 miles N of Marathon City  
N45 01 425 W89 49 786
- May 17** Open  
Call Larry to host
- May 24** Circle K Field  
Darrell & Candy Kuhn  
1 mile south of Irma  
N45 20 36 W89 40 526
- June 14** Norrie Brook Field  
Paul & Sue Buss  
25 miles east Wausau  
N44 52 384 W089 13 782
- June 28** Open  
Call Larry to host
- July 12** Open  
Call Larry to host
- July 26** Open  
Call Larry to host
- August 9** Open  
Call Larry to host
- August 23** Open  
Call Larry to host

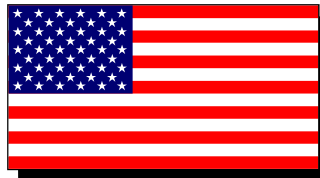


(Continued from page 4)

- ✈ Adventura taildragger amphibian. Previous owner, Dean Turner. Ed Mux REDUCED TO SELL 715-536-7404
- ✈ One single-place and one two-place, tailless, flying wings. Ed Mux REDUCED TO SELL 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 airworthy. 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](mailto:bighill@dwave.net)
- ✈ Type 8, B gear box, 2.58:1 ratio with 16.2 hours of run time. Bret Taplin 715-341-4093 [btaplin@msworldnet.com](mailto:btaplin@msworldnet.com)
- ✈ 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, Hangared at Rusk Co. Airport. \$23,000 Earl Cinatl 715-868-5851



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**This may be your Last Newsletter.**  
**Did you get an email notification?**  
**Or, check your mailing label.**  
**Send your membership dues today**  
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