

EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

Editors Notes



Autumnal greetings to one and all. The October winds and rain have not been kind to our chapter fliers nor our colorful autumn trees. Except for a few hardy souls, Dan, Gordy, Rich and Russ Post, we've seen mostly leaves flying around the airport. Incidentally, entrepreneur Russ has recently moved his manufacturing operations of Northern Light snowshoes into his very own building in Wausau's Industrial Park. We wish you continued success for your fine product, Rusty, and look forward to seeing your expanded operations. How about a winter meeting out there?

Our October meeting was certainly a success, if not from a flying standpoint, it surely was from a gastronomic point of view. The high winds prevented a couple of chapter members from landing and curtailed any bomb drop competition but our always gracious hosts, Dick and Gerry Lee, satisfied our inner man with their delicious Polish Luau. In addition to the main course, several members brought goodies. While there were few ul-

tralight airplanes, there were absolutely no ultralight fliers when we finished the meal. Thank you Dick and Gerry for sharing your beautiful Nokomis lakeside home once again and the delicious repast. The annual meeting "up north" is always one we look forward to.

Chapter member Steve Kuchera showed up missing a "member". It seems he had a table saw accident that took part of his pinky fin-

If you can't shoot a deer, at least shoot a good landing.

ger and almost the next finger on his throttle (left) hand. We wish you a fast recovery Steve. You probably won't miss the left pinky as one usually extends the right pinky while sipping tea. Good show old chap!

On a happier note, Steve Krueger was happy to announce that just that morning he signed-off Erling Uttech as an UL pilot. We join all the chapter members in congratulating you, Erling. His Sky Raider is finished and awaiting it's first test flight after insur-

ance is secured. We've watched the progress on this plane and the picture album Erling passed around showing phases of construction and the beautiful finished product proved his ability as a craftsman. Enjoy the fruits of your labor, Erling.

President Krueger announced that the Sport Pilot proposal is now in the hands of government's Management and Budget. We should see the final proposal soon and be ready to send our comments and encouragement to the FAA as soon as it's published.

Chapter VP, Dean Turner, another Lake Nokomis neighbor of the Lee's, always attends these meetings with his current amphibian, in the past, his Buccaneer and of late, his SeaRey. After his recent wheels-down water landing he has been rebuilding the plane. Most of us drove over to his house and shop to view the progress of the rebuild. The wings are recovered and finished in bright yellow while the hull still needs some tender, loving care including a new windshield. But it runs, a fact he proved by inviting Ron Detert and his video camera to "fly" right seat

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The exhilaration of flying is too keen, the pleasure too great, for it to be neglected as a sport.

Orville Wright

Editors Notes (cont)

(Continued from page 1)

while he drove to the meeting at the Lee's. Of course, always safety conscious, we auto-convoyed the flightless Dodo bird to Dick Lee's front lawn. Ron said it was a totally new experience, stopping at a stop sign in an airplane. The video should be fantastic. Dean said his -greatest problems were the gremlins that are showing up in the electrical system. A case in point , at 3AM one morning Dean was awakened by a loud pounding, on his door. He was surprised to find uniformed gentlemen

informing him that they had traced an ELT signal to that location. Sure enough, the SeaRey ELT had somehow activated. Not only embarrassing but we're lucky we didn't have to bail Dean out of jail, that generous black and gray beard looks mighty suspicious! I got a nice call from Gordon Krunnfusz the other day. He had sold the Kolb Firestar II and thanked us for our help. He also said he had a pair of regular skis from a T-Bird he once owned. If anyone can adapt them to their own aircraft, give Gordon a call.

His number is AC608 ' 356-8036. Gordon lives in Baraboo.

In closing, I want to remind you of our next meeting on November 10th at LaSee/Jaekel in Abbotsford. This is always a special affair so don't miss it. Plenty of runway, plenty of fun. The meeting was moved up a week so as not to interfere with the opening of gun deer season. No hunt, no sausage for our future meetings!

If you can't shoot a deer, at least shoot a good landing.

Bill Markstrum

First Flight

Yes ladies and gentlemen the moment you've all been waiting for. MY FIRST SOLO FLIGHT!! It happened on Oct. 21. Steve Krueger (my flight instructor) was going over some emergency procedures with me and finishing up on some dead stick landings. It was common for Steve to ask me to come to a full stop on the runway after some landings to let me know what I did wrong or right on that particular landing. So when he told me to stop that night I thought it was for discussion, but I WAS WRONG.

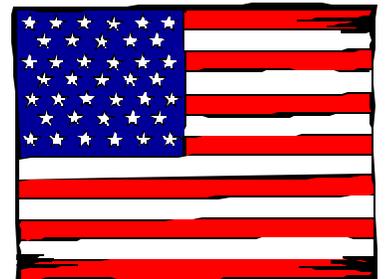
He stated "Well Jeremy, how would you like to take her around the patch yourself?" And I replied "I'd love to!". So with that said Steve jumped out and off I went. It jumped off the ground much quicker than usual, just as Steve had told me. And before I even had time to be nervous I was in the AIR!! It was awesome to say the least. Everything that Steve had taught me ran through my head and flowed through my hands and feet to the controls of the plane. It was a moment in time I will never forget. My proudest individual ac-

complishment of my life. I could go on to tell you about every detail of that short 15 min. flight, but it would take me 300 pages at least. I did three take-offs and landings as required by USUA and then rejoined Steve on the ground. I am planning on flying my plane home this weekend, weather permitting. So keep your eyes peeled for a red ultralight with four yellow and orange stripes. Thanks again Steve for sharing your great knowledge with me.

Jeremy Viegut

Next EAA Chapter 75 Meeting

Our next Chapter 75 meeting will be Saturday, November 10th (note this is one week earlier than usual) at Jim Jakel's red square dancing barn up stairs in Abbotsford (511 West Bus. 29). The meeting will start at 1:30 PM. We are going to do a BBQ bash, bring your favorite BBQ recipe and we'll make it into one big Nesco. Buns, hot apple cider, and soda provided. Dessert to pass optional. GPS coordinates N 44 56 33 W 90 19 56. The airstrip is now expanded to 2900 Ft. with clear approaches. **Unicom will be 122.9** but be aware of non radio traffic. Contact Jack LaSee (H) 715-223 4540 (W) 715 223 6324 Hope to see you there.





Newest Ultralight Pilots of Chapter 75

Congratulations to Erling Uttech, Stevens Point and Jeremy Viegut of Abbotsford. Look to hear the latest update on there progress at our next meeting. WAY TO GO ERLING AND JEREMY!

Complete This Form.



GA Flight Operations

As expected, the FAA has issued a NOTAM that prohibits all general aviation flight operations below 18,000 feet MSL within 10 nm of any nuclear power plant and several other strategic facilities. The NOTAM is effective now until November 7, 2001. No operations except scheduled airline and emergency operations will be allowed at any airports within these 10-mile radii. Visit the

EAA website to see the complete NOTAM, which includes a listing of all affected facilities. Read the NOTAM at http://www.eaa.org/news/notam_1030_2.html EAA is working to update the EAA Flight Planner maps to show the restricted areas and will have them available on the web as soon as possible. EAA cautions all pilots to check with their flight service of-

fice for the latest information, and to know and follow all current NOTAMs before beginning a flight. EAA Flight Planner, a free service for EAA members, provides current NOTAM and TFR information. EAA is following the situation closely and will report new findings immediately on the EAA website. <http://www.eaa.org>

2002 Club Calendar

We are excited to announce that NCWLF year 2002 calendars will be available at the December meeting in Merrill. We are taking advance orders, the cost is \$16.00 each. Please contact Steve Norris at 715-675-2876 or e-mail ste-

ve4022@charter.net to get your name on the list. Orders will be accepted up to Novembers meeting. There is one catch to this whole thing WE NEED YOUR PHOTOGRAPHS to pull this off! You can send your pictures to Steve Norris via

e-mail or snail mail to:
NCWLF
PO BOX 12
Schofield, WI. 54476
Pictures to be considered for the calendar must be in to Steve before November 10th.

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Yes - I want my very own NCWLF 2002 Calendar. Reserve mine today!

Name _____

Address _____

City _____ State _____ Zip _____

Phone # _____ # of Calendars (\$16 each) _____

Send to:
NCWLF
P.O. Box 12
Schofield, WI 54476



EAA Bids a Fond Farewell to Norm Petersen

After Friday, it just won't be the same around EAA headquarters. One of the true institutions of the Experimental Aircraft Association, Norm Peterson, spent his final day as an EAA employee on Oct. 26 and became officially retired after 20 years. Norm will stay involved as an AirVenture volunteer and remain active in Chapter

activities. But those of us at EAA will have to adjust to life without Norm's endless stream of "Ole and Sven" jokes, his limitless vault of aviation knowledge, and his genuine friendship. In a special presentation at the Aviation Center Friday morning, EAA President Tom Poberezny called Norm an "outstanding personality on the EAA staff"

and presented him with a framed commemorative photograph. A reception was later held in Norm's honor at the PHP Conference Center on Convention Grounds.

From EAAers everywhere, thanks, Norm. Good luck to you and your wife, Loretta, in your retirement!

NCWLF Calendar of Events

November 10, 2001 Chapter 75 Meeting

Jim Jakel's 1:30 pm Abbotsford

December 8, 2001 Chapter 75 Meeting with EAA 640 & 243

Merrill, WI Merrill Airport

Calendar of Events is updated monthly.

Contact Tom Voss tvoss@pcpros.net to list events in subsequent newsletters

Buy • Trade • Sell • Wanted

- ✈ 2 Flightcom headsets with sheepskin headbands. 1 Flightcom II gx intercom. 1 Skycom intercom. 2 push to talk switches. 1 Icom push to talk switch. \$ 95.00 1 Lightspeed QFR headset. \$ 85.00 Ron Purvis rpurvis@wwt.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 Hannagan 920/734-8682 Appleton, WI
- ✈ 1997 Challenger single place - 503 Rotax dual carb and ign. 10 gal tank - long wing, brakes, lots of instruments. Has only 18 hrs t.t. on complete plane. This is new! Nice paint and strut fairings too. Fast! \$ 10,500 Leon Bogart 479-2820 after 4:30 pm. Pat Kenny 479-5036 after 5:00 pm.
- ✈ KolbUltra-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.

Club Apparel



Don't forget to order your club apparel. Show your pride by wearing your very own hat, jacket or shirt with the NCWLF Logo. Satin jackets are available in sizes SM to 3XL. Black, Navy Blue, Royal Blue, Red. Embroidered logo and name. Around \$60. Polo Shirts about \$22. Order from Steve Krueger 715-536-8828.

