

# EAA Ultralight Chapter 75

## North Central Wisconsin Lite Flyers

### Editors Notes



With December showing us an old-fashioned Wisconsin winter, cold, snowy and windy, both the planes and pilots of our chapter had to be content with thoughts of warm spring days. Coming home from downtown Wausau the Saturday before New Years, I drove past the hangars and found Dan Marlenga giving his beautiful Sea Rey some tender loving care. I stopped to wish him happy new year and he very kindly invited me along on his planned recon flight *up north*. Of course I accepted. We

flew in loose formation with the Neubauers in their Cessna 150 until they peeled off to return to their nest at the Merrill airport. What a beautiful flight it was. The pristine white farm fields broken only by the occasional deer track or snowmobile trail, it was a sight to inspire poetry. We searched out Frank Garr's crossroads house and future airstrip as well as Helmut's *Jungermann Flugplatz* near Irma. It was a beautiful way to end the year. I hate to rub it in but it was warm enough in the cockpit that I could fly without gloves, and Dan is making adjustments to provide even more heat to the pilot and passenger. Sure beats the

### January 2001

ol snowmobile suit! Thanks for a beautiful day Dan, it was a great way to end the year. Don't forget the chapter holiday party at the Wausau airport on January 20th. It's a great chance to review the happenings of the past year and plan for the up coming flying season. There will be good talk, technical advice as needed and videos from Ron Deterts *eye spy* camera. And lets not forget the tasty chicken the Kruegers always bring. Sorry, no Pork chops but lots of drumsticks. See you there.

Bill Markstrum

### Safety Seminar 2001

Mark your calendars for the 8th annual Ultralight & Light Aviation Safety Seminar. The date is Saturday, March 3rd, at the Holiday Inn Hotel & Suites (Cedar Creek) Wausau/Mosinee. Many door prizes and big raffle items. Great

speakers and safety topics on tap for the day. Sponsored by: The Wisconsin Ultralight and Light Aviation Advisory Council & The Wisconsin Dept. Of Transportation Bureau Of Aeronautics. More details in next months news-

letter or contact: Steve Krueger 536-8828, Jack Lasee 223-4540, Dan Marlenga 359-7377, or Ken Snyder 423-1128. You can also check it out on the web. <http://personal.pitnet.net/mf-eaaul1/html/wulac.html>

### Something to Think About

In the period following World War II, airline flying was still considered a special means of transportation and not used by the general public to the extent that it is today. Such things as hijacking or bomb threats were not a remote consideration. It was not unusual for the

members of a family seeing friends or relatives off to walk to the plane and say their good-byes at the ramp leading to the door of the airplane. The airlines shared the airport with general aviation, and private planes were everywhere. Such was the case at a rela-

tively active airfield in the Northeastern United States where a middle-aged man wearing a fedora was pre-flighting his single-engine airplane. The people at the terminal windows couldn't help but watch him fussing  
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January 2000

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

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Comments, questions, suggestions, etc... can be sent to

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**NCWLF Treasurer Report  
December 2000**



<b>Balance Fwd</b>		<b>\$ 881.37</b>
<b>Deposits</b>		
Dues	\$ 24.00	
2001 Calendars	\$ 420.00	
Calendar Advance - Steve Norris	\$ 50.00	
<b>Total</b>		<b>\$ 494.00</b>
<b>Disbursements</b>		
Postage	\$ 23.10	
Calendars	\$ 890.79	
<b>Total</b>		<b>\$ 913.89</b>
<b>Ending Balance</b>		<b>\$ 401.78</b>

**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

Date \_\_\_\_\_

Name \_\_\_\_\_

Phone \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_ Zip \_\_\_\_\_

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.*

(Continued from page 1)

with his machine. He checked the oil, then removed the fuel caps on the wing tanks and inserted a measuring stick to make sure of the fuel level. Then he checked the control surfaces, the hinges and control horn hookup. Next the tire pressure was checked all around. This required removing plates on the wheels so he could get to the tire valves.

On and on his inspection went. With a red cloth in one hand he would wipe around the engine and look at things under the cowling with a flashlight. This continued for what seemed to some an interminable length of time. Eventually the airliner finished loading and flew from the airfield. A number of private pilots, working on their planes, observed this fellow and chatted among themselves. A young pilot from the group walked over to the ticket agent and asked, "Who is that old fuss-budget?"

The agent glanced out the window and replied, "Don't you recognize that fellow? That old fuss-budget, as you called him, happens to be Charles Lindbergh."

This should give us something to think about when it comes to doing a preflight. In spite of all the care Lindbergh took with his airplanes, he experienced forced landings but he also did a great deal of flying all over the world. Nevertheless, he never had an accident that resulted from a negligent preflight inspection and lived out his life to die of natural causes.

Once again I would like to remind everyone that a forced landing or accidents in general are, by and large, avoidable. Sure it takes time to check the

fuel level and the tire pressure. How long has it been since you looked at the control hinges and control cable connections? When was the last time you gave them a drop of oil? All of this checking is time well spent and if you fly a 2-seater, you owe it to your passenger as well as yourself. Most accidents in an ultralight can easily be avoided - if you take the time to get things right.

There is nothing quite as effective as a checklist and taking the time to make your flight as safe as possible. Some of our young ultralight pilots may go into the aviation industry and they will find that good safety habits pay dividends.

I want to remind you that about 80% of the crashes or forced landings that have occurred in my part of the country, the Northwest, are the results of fuel starvation, as the FAA calls it. In most cases it's simply running out of fuel.

Some readers may think I am in the forefront of what is going on in the general aviation community because of so many of the incidents I relate in this column, but I am not. My connection is only on the periphery. Nevertheless, I keep hearing about accidents that are the result of careless conduct. These are not fabrications on my part. Here is one that should get your attention.

The owner of a Bellanca Cruisair was taking his wife and another couple for a short flight. After the passengers were seated he proceeded to taxi to the end of the runway and take off. As soon as he was at some reasonable altitude he raised the landing gear at which time the engine sput-

tered and quit. There was a great length of runway ahead so he attempted to lower the gear and land, but only one wheel was down when contact was made with the tarmac. The airplane sustained some serious damage but no one was injured.

Investigation as to the cause of engine failure found that failure was due to fuel starvation. The pilot had taken off on an empty fuel tank. His other tank had some 40 gallons of fuel.

In discussing this incident with the investigator, he asked me when I thought the correct time was to raise the landing gear. Not having ever flown a plane with retracts I responded, "I supposed it should be about 100 or 200 feet."

He indicated that was what *he* thought until he was subjected to an FAA flight safety course. In the course he was told that you should only raise the gear when you can no longer land back on the runway if the engine should fail. Had the pilot of the Bellanca followed that procedure, he would have gotten by without anything but embarrassment in payment for his carelessness.

ARNOLD C. ANDERSON *has been flying ultralights since 1982, logging more than 300 hours in his Kasperwing. After 37 years in the engine and aerospace industry as a mechanical engineer designing electro-mechanical equipment and solving reliability problems in equipment for unmanned deep space missions, Arnold is now retired. He lives in Bellevue, Washington, where he pursues his hobbies, including aerial photography and flying RC airplanes and gliders.*

## NEWS RELEASE

December 7, 2000

Plans Delivery.com delivers Ultralight plans on Internet  
This Internet based company started delivering Ultralight aircraft plans for homebuilders in a download form. Using the popular Adobe Acrobat Reader visitors to the company's page can view and print their own plans. The plans are professionally drafted and rely on perspectives and exploded views to help amateur visualize the project. The plans are offered at a very low cost, since there is not print or postage charges involved. More information can be found at [www.plansdelivery.com](http://www.plansdelivery.com)  
O s v a l d o D u r a n a  
Manager@plansdelivery.com

## 2001 Club Calendar

The new club calendars are here! You can pick up your copy at the next meeting. We do have a few extra copies available for purchase if you did not originally sign up for one. A very special thank you to Steve Norris and Tony Borchardt for their hard effort and expertise, making our 2001 calendars absolutely beautiful.



## Get NCWLF Newsletters On-Line

Hey - Want to see the newsletter in color? See it the way it is meant to be seen? Sign up for e-mail delivery of the chapter newsletter and all this can be yours. Send me (tvoss@pcpros.net) your e-mail address and let me know you want edelivery. You will be the first to be notified when the newsletter is hot off the matrix. You can even print your very own copy. Remember - past newsletters are available day or night at <http://www.pcpros.net/~tvoss/>

## Next NCWLF Meeting

Our next meeting will be our own NCWLF Christmas party. It will be at the Wausau Airport meeting room at 12:00 NOON (note unusual time) on Saturday, January 20th. The Chapter will provide a roaster of chicken, so please bring a dish to pass. We will be doing a \$5.00 gift exchange. The guys bring a mans gift, the gals bring a ladies gift, please mark on the gift to man or lady, and who it is from. Bring your holiday spirit and enjoy the festivities.

## The Third Dimension

Eleanor Roosevelt once said "I must do that which I think I cannot do". That is how I feel about flying. When I first saw an ultralight I saw a warning notice on it saying "Warning! This is a three dimensional vehicle". I wondered if it would be safe for a big guy like me. But I knew I HAD to do it! I have ATV'd, motorcycled, and snowmobiled, even bungee jumped this last summer. Nothing compares to the thrill of flying my new airplane. It truly is a three-dimensional vehicle. What a sight to be up in the sky and look down and see my home and my wife and four children waving up at me! And the

beauty of flying over Rib Falls, or any land and having this awesome power of flight within my reach makes me realize how great life is. This third dimension is a place that I have been enjoying immensely. It is a wide open playground. It is vast. This atmosphere, which is the largest part of the planet Earth, overwhelms me and moves me. How lucky I am to be able to pierce this envelope! Thank you to Steve Krueger for teaching me how to fly. Thanks to all the other aviators who have come to my rescue when needed, even though they hardly knew me. I have been offered helpful ad-

vice and many tips and words of wisdom by many veteran pilots, and I am learning new things every day about being a safe and responsible aviator. This entire adventure has also helped me in every day living with being more patient, considerate, precise, and thorough. I also appreciate what I have more. It is difficult to even describe in words how I feel about flying. All I can say is the third dimension is my favorite place to be, with the exception of being with my family. See you at twelve o'clock high or talk to you on 122.67!

Frank Garr

## EAA Ski Plane Fly-In Scheduled

The annual EAA ski plane fly-in has moved. This year it will not be held at its traditional location - EAA's Pioneer Airport, instead it will be held at the Central County Airport (68C) located in Iola, Wisconsin. The fly-in will be on Sat-

urday, January 27, 2001, starting when the first aircraft arrives and ending when the last aircraft departs. All aircraft are welcome. Call Norm Peterson here at EAA, 1-800-564-6322, ext. 6530 for further information and/or

reservations. Reservations are only needed so we can determine the amount of chili to cook and the size of Audrey Pobereznys birthday cake. Come join in on the fun!!!

## Why We Fly

The ability to knowledgeably and skillfully plan and accomplish a flight is a rewarding, personal experience and well worthy of anyone's pursuit. In general, ultralight pilots seem to have more full lives and display a sense of well-being beyond their earth-

bound counterparts. As sports go, this one is spectacular. After all, not only can we go right or left like any land and water sport, but also up - a dream that mankind has imagined for hundreds of thousands of years. Flying is now possible for or-

dinary people with ordinary abilities. It is not a negative thing, but an incredible ability which humanity has just begun to experience, in the historic sense. Flying is good for the soul.

## NCWLF Calendar of Events

### January 20, 2001 Chapter 75 Christmas Party & Meeting

Wausau, WI Wausau downtown airport

### January 20, 2001 Ski Fly-In and Chili Feed

Marshfield, WI Marshfield Airport

### January 27, 2001 Ski Plane Fly In

Wausau, WI Wausau Downtown Airport, freewill donation for chili & food.  
John Chmiel 845-3400

### January 27, 2001 Ski Plane Fly In

Central County Airport (68C) in Iola, Wisconsin. Call Norm Peterson at EAA, 1-800-564-6322, ext. 6530 for further information and/or reservations.

### February 17, 2001 Chapter 75 Meeting

Wausau, WI Tentatively scheduled with Gordy Radtke at the Bombardier Headquarters

### March 3, 2001 Wisconsin U.L. & Light Plane Safety Seminar

Holiday Inn Hotel & Suites (Cedar Creek) Wausau/Mosinee. Steve Krueger 536-8828, Jack Lasee 223-4540, Dan Marlenga 359-7377, or Ken Snyder 423-1128 <http://personal.pitnet.net/mf-aaaul1/html/wulac.html>

### March 17, 2001 Chapter 75 Meeting

Location to be determined

### April 8-14, 2001 Sun-N-Fun

Lakeland, FL

### April 21, 2001 Chapter 75 Meeting

Location to be determined

### May 19, 2001 Chapter 75 Meeting

Spencer, WI John Verfuert's

### June 16, 2001 EAA Pioneer Day & Chapter 75 Meeting

Oshkosh, WI June 17 rain date

### July 21, 2001 Chapter 75 Meeting

Location to be determined

### July 21-22, 2001 Jackel Barnstormer Fly-In

Abbotsford, WI Contact Jack LaSee (715)223-4540

### July 24-30, 2001 EAA Airventure 2001

Oshkosh, WI

### August 5, 2001 Merrill Airport Day

Merrill, WI

### August 12, 2001 Musky Day Fly In

Boulder Junction, WI With Darko's World Famous BBQ Chicken. Contact Bob Payzer (715) 385-2979.

### August 17-19, 2001 Wautoma State Fly In & Chapter 75 Meeting

Wautoma, WI Lake Of The Woods Campground with Chapter 75 Meeting on the 18.

### September 15-16, 2001 6th Annual Blume-Voss Fall Fly / Camp-Out & Chapter 75 Meeting

Little Chicago, WI

### October 20, 2001 Dick Lees Polish Luau & Chapter 75 Meeting

Tomahawk, WI

### November 10, 2001 Chapter 75 Meeting

Location to be determined

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

Merrill, WI Merrill Airport

*Calendar of Events is updated monthly.*

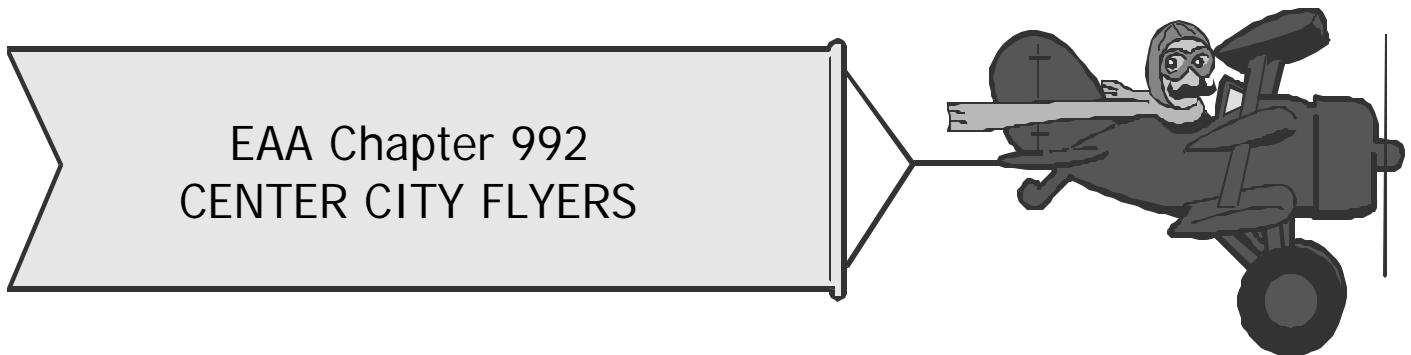
*Contact Tom Voss [tvoss@pcpros.net](mailto:tvoss@pcpros.net) to list events in subsequent newsletters*

## Rules of Flying

- Takeoffs are optional. Landings are mandatory.
- If you push the stick forward, the houses get bigger, if you pull the stick back they get smaller. Unless you keep pulling the stick back--then they get bigger again.
- Flying is not dangerous; crashing is dangerous.
- The only time you have too much fuel is when you're on fire.
- Every one already knows the definition of a 'good' landing is one from which you can walk away. But very few know the definition of a 'great landing. It's one after which you can use the airplane another time.
- The probability of survival is equal to the angle of arrival.
- There are three simple rules for making a smooth landing: Unfortunately, no one knows what they are.
- The only thing worse than a captain who never flew as a pilot is a copilot who once was a captain.
- It's easy to make a small fortune in aviation. You start with a large fortune.
- Try to keep the number of your landings equal to the number of your takeoffs.

Jean-Claude Lachance

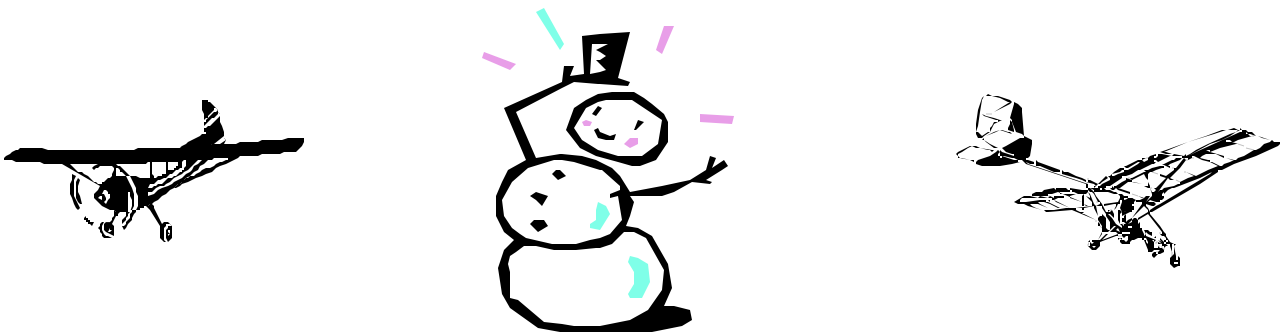
[www.turbulence.ca](http://www.turbulence.ca)



# Ski Fly-In

And

# Chili Feed



**Saturday, Jan 20, 2001**

10:00 a.m. - 1:00 p.m.

**Marshfield Airport**  
**Marshfield, WI**

For Info. Dave LeVoy 715-687-4120 foxfarm@tznet.com  
Jack Bremer 715-384-8700 bremer@commplusis.net

PO Box 12  
Schofield, WI 54476

NEWMARKET  
ILGS

City



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**WE'RE ON THE WEB**  
<http://www.pcpros.net/~tvoss>

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