

North Central Wisconsin
North Central Wisconsin

Lite Flyers

EAA Ultralight Chapter 75

July

1999

Notes From Bill

When winter was here
We just sat around,
Watching the snow
With our planes on the ground.
The days went by slowly,
At ultralight speeds,
While we fussed with our planes
And saw to their needs.
But now that it's summer,
With long days and warm,
We look at the calendar
And note with alarm,
The days we love most
For flying around,
Are jetting on by
With the speed of sound!

The summer surely is flying by for me and I'm sure you share my feelings. Pioneer Days are behind us and we're counting down to the big one, Oshkosh. Again, work commitments kept me from participating in Pioneer Days

on Fathers Day weekend but everyone reports they had a great time and reasonable weather. I'll have to depend on others for the competition and meeting results for that weekend.

The next meeting will be at the Wausau Airport on July 17th. Note that it will start at 0900 hours to accommodate members flying to Lyndon Station for the State Ultralight Fly-In.

Later, on July 24th, the big bash at the Wausau Airport takes place. If you can, plan to be there early to eat, help and have fun.

It is with great sadness that I announce the passing of one of our stalwart chapter members, John Riesinger. John filed his final flight plan on June 30th. after a long and courageous battle with cancer. He was sixty-four at the time of his death. John was very involved in the formation of the North Central Wisconsin Lite Flyers and has been a very active and supportive member since its inception.

Only a few weeks ago his wife Mona brought him out to Mark Blume and Tom Voss' place for an evening get

(Continued on page 4)

Why Not?

Greetings from a new ultralight fanatic!!! Having just finished my first lesson as a student pilot, I wanted to share my experience with you. First and foremost I would like to thank Dotie, who really convinced me to take lessons in the first place. Anyone who is unsure about trying this or anything should remember the words of wisdom she said to me, and those words were "why not?" Sounds right to me!!

I'm happy to say I am hooked, much to the joy of my friends and family, and much to the dismay of my check-book(I'm already planning my first plane).

My first time flying the plane was quite an experience. Leaving the ground was like breaking a tether to the world. The weather was beautiful and the sunset gorgeous. But I had little time to admire the beauty, I had quite a time flying the Quicksilver. When we got nice and level Steve removed his hand from the stick and I was flying!!! It was quite a rush. We kept it simple for the first time around. First I

learned the controls and how to work them, taxiing, level and straight flight, following roads, and turns. And much to the relief of all other pilots, how to check for other aircraft in the area. VERY IMPORTANT!!!

I am quite pleased that I am training in the Quicksilver MXLII Sport, because in the infancy of my interest in ultralights that is the plane that appeals to me the most. I love both the look of no cockpit and the feel of open air.

I was lucky enough to have spent my weekend in Oshkosh at Pioneer Days, and the sunburn was the only thing that was anything less than a blast!! I would like to thank all those who made Pioneer Days a reality. I would like to thank Patti and Dan who were generous with their time and made me feel welcome. The flight in the Travel Aire was quite a memorable experience. I was also introduced to several different styles and models of ultralights

(Continued on page 4)

EAA Ultralight Chapter 75
North Central Wisconsin
Lite Flyers

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 Schofield, WI 54476

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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:

Mark Blume
 15203 Short Lane
 Marathon, WI 54448

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

Change of address and membership inquiries should be directed to:

Steve Norris
 (715) 842-4286

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

tvoss@pcpros.net.

Visit us on the web at
<http://www.pcpros.net/~tvoss>

NCWLF Treasures Report
May 1999



Balance Fwd		\$ 634.05
Deposits		
Calendar Donations	\$ 20.00	
Hats	\$ 40.00	
Dues	\$ 117.00	
Shelley Patches	\$ 123.00	
Donations	\$ 8.00	
	Total	\$ 308.00
Credit Adjustment	\$ 40.00	
Disbursements		
Postage	\$ 25.74	
Wausau Art & Framing	\$ 56.81	
Baja's Screen Printing	\$ 170.91	
	Total	\$ 253.46
Ending Balance		\$ 728.59



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

Listen Up!

(Editor's Note: This special piece originated from Fred Woniack, Chairman of the FAA Warbirds of America Safety Committee. While this is a unique remembrance of a special veteran and friend "gone west" there is also a very valuable lesson we can all learn from this story.)

The news of the death of Robert S. Johnson brought back some old memories from an age long ago...memories of the time when I had received the indisputable pleasure of meeting the man in person.

The place was Woodward, Oklahoma. The time was late August 1994.

It was during the mid-part of our tour at Woodward when it had been announced that we would be visited by Major Bob Johnson. During his brief visit, he would talk to us about his experiences as a fighter pilot with the 8th Air Force. Major Johnson was one of the leading aces of the war and had reportedly shot down 28 German aircraft during his tour, while flying Republic P-47 Thunderbolts with the famous "Zemke's Wolf Pack" - the 56th Fighter Group.

Speculations ran high, as we began wondering about what kind of super buzz job and low level acrobatics he would perform. For example: "How many rolls would he do, right off the deck?" There were many other such eager (and immature) speculations. To us recently graduated (Class 44-F) fighter pilots, Major Johnson was one "hot pilot."

The tower informed us about 30 minutes before Major Johnson would land, thereby making it possible for all of us to gather on the ramp to watch him come blowing in. Much to our surprise, he entered our normal "overhead" traffic pattern, made a gentle power-on turn onto his final approach, eased the heavy Thunderbolt gently down on the runway, and taxied up to where we were waiting for him. That big P-47 Thunderbolt almost dwarfed our P40N35 Warhawks. When Major Johnson climbed down from the cockpit, we could tell that he was a "little fellow" probably about 5'8".

Most of our comments to each other concerned our great disappointments in the non-spectacular approach and landing this great ace had made. But, we agreed, he probably

didn't want to embarrass the C.O. by violating flying regulations on his way in. That was what it was; he was saving his "demonstration" until he left. Yes, that had to be the reason.

Assembled later that afternoon, we were captivated by his informal, yet graphic, descriptions of many of his combat encounters with the Luftwaffe. He was a great inspiration to all of us.

Finally, we all accompanied him to his big polished aluminum P-47. Our mouths were figuratively watering in anticipation of what we just knew was coming up. The sound of that immense Pratt & Whitney twin-row R2800 radial engine (2,000+ hp) firing up was like thunder. We watched him as he ran through every item on the checklist with intensive concentration. Then, signaling for the wheel chocks to be pulled away, he gave us a wave, then slowly taxied out to the end of the runway. We could hear him revving up his engine as he checked his mags before rumbling down the runway. One thing for sure, a P-47 definitely took a lot more runway to get airborne than a P-40, for he sluggishly left the ground, and he was well airborne before retracting the gear. Get ready! When he gained some altitude and increased his airspeed he'll come blowing in!

But...nothing happened!!

Major Johnson made a gentle turn out of the pattern, established a heading on to his next destination...and gradually faded from sight...?????

As we looked at each other in disenchanted bewilderment, it was so obvious we were disappointed - no buzz job -no nothin'! Finally, one of our wiser contemporaries remarked, "You know, maybe that's why he's able to come back and tell us about it."

"Truth!"...If it has ever been spoken.

Respectfully,

J. Fred Baumann

52nd Fighter Group, 15th Air Force

NCWLF New Members

North Central Wisconsin Lite Flyers EAA Ultralight Chapter 75 welcomes new members:

Deb Young - Antigo, WI
 Don & Deb Shuman - Camp Douglas, WI
 Lue Landucci - Tomahawk, WI
 Paul Zarnke - Wausau, WI

Next Chapter 75 Meeting

The next NCWLF Chapter 75 meeting is Saturday July 17 9:00 am at the Wausau Airport. Note we are meeting at an earlier time than usual to accommodate a group flying to Lyndon Station following the meeting. Contact Rich Papa at 715/845-4170 for details.

Notes From Bill

(Continued from page 1)

together around the campfire. As we have come to expect from many such previous meetings, John regaled everyone with his stories and songs, giving no hint of his pain and suffering. A brave man indeed and an example for all of us.

Typical of the camaraderie to be found in this chapter, only two weeks ago several of our members descended on Johns farm near Merrill to cheer him in his last days and to let him know he was not alone. Flying in that evening were Rich Papa, Steve Krueger, Dean Turner and Helmut Jungermann while Dan Marlenga drove in. I'm sure John appreciated the visit and all of us in the chapter thank you for representing us.

John was a many faceted person. Over the years he was equally comfortable in the white collar shirts of a banker and the blue collar shirts of a man who works with his hands. When I first met him, John was perfectly at home as a flannel shirted, bearded farmer.

We will fondly remember him for his stories and songs and for his dogged determination in organizing any event assigned to him. He did a fantastic job in organizing and running the EAA Flying Start program at the Merrill Airport a year or so ago.

Several of us were at the graveside when our chapter saluted John with a missing-man fly-over. The flight consisted of Dan Marlenga, Steve Krueger, Paul Buss, Helmut Jungermann and Phil Neubauer.

Well John, with your great organizational abilities we expect you to have FAR-103 all revised by the time we get to that great U.L. field in the sky: no speed limit, no weight or passenger restriction and unlimited fuel capacity.

Happy landings old friend!
Bill Markstrum

Wednesday Fly Night

Wednesday night is fly night! This summer we would like to get together for an evening of flying and fun. We don't have a concrete schedule yet but would like to pay some visits to our local and neighboring airports and private strips. Contact Steve Krueger at 715/536-8828 with any ideas. We will depart home ports around 6:00 p.m. on Wednesday evenings and allow everyone time to return to homebase by sunset (that 1/2 hour after sunset with strobe we'll keep as a cushion). It is always the sweetest time of the day!

Why Not?

(Continued from page 1)

and several different people. But as unique as each one was, we all shared an interest and respect for the sport. I was quite impressed by the fact that almost everyone we encountered was friendly and helpful, as well as encouraging to me when they discovered that I was just starting. I was also pleased to discover that fly-ins like Pioneer Days occur frequently. I look forward to attending as many as I can.

I would like to thank Steve Krueger for instructing me. He is a wonderful instructor who shows both patience and faith to his students. Dotie was right when she said I couldn't find a better instructor. I would also like to thank Michael for sharing his love of ultralight aviation with me. I wouldn't have taken the first step if it wasn't for his support.

A special thanks to Chapter 75 for including us in the meeting and making both Michael and I feel very welcome, I will enjoy being a member and supporting ultralight aviation.

Deb Young

Shelley Memorial Patch

The memorial patches have finally arrived. Contact Steve Norris at 715/842-4286 if you would like one. We will also have them available at our club meetings. Cost is \$ 6.



Address Changes

Please contact Steve Norris for any address changes or corrections. You can e-mail him at stevebci@pcpros.net or call him at (715) 842-4286. Mark Blume and Tom Voss publish the Newsletter, Steve Norris takes care of the mailing labels. Thanks!

Wausau Downtown Airport 40's Wing Ding

I want to bring you all up to date on the Wausau Downtown Airport's 40's Wing Ding Fly-In on July 24. Saturday's events include a pancake breakfast from 7am-11am, handled by the Bevent Lions Club. A 1940's era DC-3 Airliner will be on hand all day for rides. The Air Rally starts at noon. The Kronenwetter Lion's Club will handle the afternoon and evening concessions and bar. From 6pm-11pm Brass Works will entertain everyone at the Swing/Big Band Dance. For more Fly-In information call John Chmiel at 848-6000. Chapter 75 is assisting with the Fly-In. Our main focus is running the Air-Rally. We have 14 to 16 spots to fill to run this event. We need people for registration & timing, 2 people at each of the 4 airports to pass out and collect the quizzes and people for scoring the results. Most of these spots will be from approximately 11am-5pm, except for Rally registration, which will start earlier in the morning. There will be cash prizes for the top places in the rally. Chapter 75 has been asked to solicit donated prizes as well so they can also be given out to rally participants. Again, we need bodies to do the solicitation. To volunteer to work at the event please call:

Tony Borchardt (715) 845-3018 Bill Markstrum (715) 845-8673 Ron Detert (715) 845-1340

If you can help solicit prizes please call Bill or Ron. I know it's tough to commit during the summer months, but please sign up as soon as possible to help at the event. I look forward to hearing from you.

Thanks.

Antigo Visit

I think you know these guys! The guys came over Tuesday night June 29, circled my field until I took off, then proceeded to Antigo Airport where I had local press waiting. The editor just loved this!!

This is the first time I have had anyone to fly with, sure wish I had a radio. I believe this is the high point of my aviation career, even maybe above my solo. Thanks again to the guys for coming over and their well wishes. It is greatly appreciated.

Kenneth Bennetts



Just Visiting — A number of ultra-light pilots visited Antigo and one of their flying friends Tuesday evening June 29, coming from Wausau and Merrill areas. The Antigo flight was just a hop considering that several of the pilots have flown to an ultra-light convention in Lakeland, Fla. From the left are Steve and Brian Krueger, Merrill, Ken Bennetts, Antigo, Dan Marlenga,

Thank You

Please thank every member for their kindness, thoughtfulness and friendship for John, and for our family. He was very much in appreciation of the affection shown him.

The plant the club sent was beautiful. The night before he went to the hospital for the last time a group flew in here and that was one of his last memories. I asked him Friday morning if he remembered the fellows being here and he did, but by that afternoon he had lost the ability to feed himself or stand without falling.

The bon fire party was another highlight of his last days. The beautiful fly-over tribute at the cemetery moved everyone there. The funeral directors Alan & Dean Waid said that was the most special touch they had ever experienced at a funeral. The sky was blue, clouds puffy and white, the planes went over a stand of pines, the setting could not have been more perfect. Thanks again to each and

Your kind expression
of sympathy
is gratefully acknowledged
and
deeply appreciated
by the family of

John Resinger

*Mona, John & Jim
Resinger*

NCWLF Calendar of Events

JULY 10, 1999 Gumps Flying Circus

Northport Private, Royalton. Call Pete Krotje for details 920/734-8682

JULY 16,17,18, 1999 State Ultralight Fly-In



DARELL & PATTI LARSON
RESERVATIONS 800-423-9577
PHONE 608-666-3261
E-mail yukontrl@palacenet.net

YUKON TRAILS CAMPING

1999 Ultralight Fly-in Schedule -
Two Dates: July 16-19
September 17-19

1800 FT GRASS RUNWAY
PILOTS WITH PLANE CAMP FREE EITHER UNDER THE WING OR IN OUR FLY-IN CAMPING AREA
OTHER FLY-IN GUESTS CAMP FOR \$10.00 PER NIGHT IN THE FLY-IN AREA
PORTABLE RESTROOMS AND WATER NEARBY
NEWLY REMODELED STORE, FOOD & SNACK BAR TWO HEATED POOLS
CLEAN SHOWERS FISHING AND HIKING TRAILS

ENTER CITY RD NW
LYNDON STATION WA
89844
TAKE I-90NW TO EXIT 17 THEN NORTH 1/2
MILE ON HWY
AT HWY ENTER THE CAMPGROUND TAKE
RD TO THE RIGHT TO AIRSTRIP

JULY 17, 1999 NCWLF Chapter 75 Meeting

9:00 am at the Wausau Airport. We will be meeting at an earlier time to accommodate a group flying to Lyndon Station following the meeting. Call Rich Papa for details 715/845-4170

JULY 18, 1999 Fly-In and Pancake Breakfast

EAA Chapter 992 Center City Flyers. 8:00 am - 4:00 pm Marshfield Airport. Featuring the EAA Foundation's Ford Tri-Motor.

JULY 24, 1999 Wausau Downtown Airport 40's Wing Ding

Pancake breakfast, a 1940's era DC-3 Airliner, Air Rally, Swing/Big Band Dance. For more Fly-In information call John Chmiel at 848-6000.

JULY 25, 1999 Tomahawk Air Show

The Tomahawk airshow will be on July 25th starting at 7:00 am. Show starts at 12:00 to 3:00. Ultralights will receive free breakfast and trophies will be given for best of show and farthest flown. Attractions are as follows, Organ donor airplane, Spirit of Marshfield, C-130, Bill Blank in the Decathlon, Mark Street in the eagle, Rhett Thompson in the Suckoi, Parachute jumpers, hot air balloon, Space camp, Blue Angel Concession, RC models, Craft and Flea market, pony rides, Pancake breakfast, food, airplane rides, and Introductory ultralight flights

JULY 28 - August 3, 1999 Air-Venture

Oshkosh

AUGUST 8, 1999 Merrill Airport Days

Merrill Airport. Call Steve Krueger for details 715/536-8828

AUGUST 14,15, 1999 Wautoma State Ultralight Fly-In

Wautoma

SEPTEMBER 17, 18, 19, 1999 Colorama State Ultralight Fly-In

Lyndon Station

SEPTEMBER 18, 19, 1999 3rd Annual Blume/Voss Fall Fly/Camp-Over

Little Chicago. Competition, Camping, Camp-Fire, Music.

Buy • Trade • Sell

- ✈ Raw materials kit for Teenie-Two all aluminum air craft. Plans and video included. \$ 2,500 obo. Wilber Schuster 715/355-1175 Rothschild, WI
- ✈ Quicksilver ultralight airplane. In good condition, many extras. Call 715/339-2870 after 5 p.m.
- ✈ 3 Blade 72" Warp Drive prop. with high performance hub. \$500. Can be sold separate. Call 715-359-7377 or 715/842-4286
- ✈ 3 Bade 68" high pitch Ivo Prop with in flight adjustable hub. \$500. Can be sold separate. Call 715/359-7377 or 715/842-4286.
- ✈ Rotax 582 LC with electric start, oil injection, C gear box and updated motor mount. \$3,500. Call 715/359-7377 or 715/842-4286
- ✈ M-Squared Sport 1000, 2 place, 503, 50 hrs tt. \$ 11,000. Contact Ken Snyder 715/423-1128
- ✈ 1990 Quicksilver MX Sport, 200 hrs tt., steerable nosewheel, pod, egt, cht, compass, turn & bank, tach, airspeed altimeter, strobes. With fresh repacked BRS chute. \$ 6,000 or \$ 5,000 without BRS. Contact Dick Lee 715/453-3135
- ✈ Wanted- Partner to share expense and fun flying on a new SeaRey Amphibian 2 place kit. For Sale - Delcom handheld radio. Contact DeanTurner 715/453-4197 or e-mail - scharkee@newnorth.net
- ✈ Titan Tornado. 503, Electric Flaps, Single place with jump seat. EIS, Excellent condition. 168 hrs tt. \$16,000. Call 715/597-3963
- ✈ Aerostat 340. Copycat of Quicksilver MX. Hobbs. EGT. RPM Compass. Altimeter. Strobe. 337 Rotax. Reasonable. Mona Riesinger 715/536-8665 Merrill, WI
- ✈ 1994 Quicksilver MXL Sport. Rotax 447 180 hrs tt. BRS 5 chute repack due 2001. He-man bar. Dual wing tip strobes. 3 blade IVO prop. Puddle Jumper amphibious floats. EGT. CHT. Tach. Always hangared. \$ 8,000 or trade up to two place. Dave St. Martin 715/549-5265 Houlton, WI
- ✈ Challenger 1 447 with 20 hours since major. Loaded with all options professionally built always hangared. For full list of options call or contact me via e-mail. Asking \$9,600 offer. Don Petzold Wisconsin Rapids 715/424-2216 dpetz@tznet.com
- ✈ 1983 Teratorn Tierra I. 503 Rotax tach altimeter. Pilot enclosure. All instruments. Electronic fuel system. Too much to tell here. \$7,500.00 Hilary Omernik 715/693-3231
- ✈ Quicksilver MXL I-3 axis. Controls, Steerable Nose wheel, Saddlebags. BRS soft Chute, Brakes, Gauges, 32 hrs on rebuilt engine. \$4,400. 414/563-9654
- ✈ Hiper Light N8. 79 Hours. 447 Rotax. Contact Reinie Hirsch 715/384-5073.