

# EAA Ultralight Chapter 75

## North Central Wisconsin Lite Flyers



### Editors Notes by Bill Markstrum

With summer quickly winding down, chapter members seem to have picked up the pace, stuffing as many flying hours as they can in their memory boxes and flight logs before the Wisconsin winter sets in. Take for example Gordy Radtke in his float equipped Chinook and Dan Marlenga in his SeaRey amphibian. It seems they explored the Wisconsin River from Wausau to its confluence with the mighty Mississippi. How jealous the old French explorers would have been as they paddled their canoes along this same route.

Another adventure Gordy shared with Dean Turner in his SeaRey was a trip north to the shores of Lake Superior. They reported an absolutely calm lake, most unusual for that capricious giant. They said the view from the air along the shoreline was spectacular, from white sand beaches to rocky cliffs. We'll want to hear more of these adventures at our next meeting. I hope somebody had a camera along. These two adventures were calm, scenic affairs. Not so the return flights from the Boulder Junction Musky Day celebration. By all reports the celebration and the chicken feast hosted by Bob Payzer was fabulous as always. And then came the weather front, with everyone

trying to fly back home between frontal cells. As always, our pilots used good judgment and followed the old sailor's advice, "Any (air) port in a storm". Again, I hope we hear some of these adventures repeated during the afternoon at the upcoming Blume and Voss fly-in. Paul Seehafer, returning to base that afternoon was flying his non-ultralight Lake amphibian. At one point he noted his indicated airspeed as 130 mph. but his GPS showed a ground speed of only 40 mph.! Now that's

#### Any (air) port in a storm

nasty weather. As for news around the patch, Steve Krueger reported that chapter newcomer, Mike Ford, successfully completed his ground school and flight training and is now a fully accredited and "Birdified" aviator. A golden opportunity came his way and he was able to purchase a cherry "AeroLite" from a couple retiring to Florida. Steve checked out the plane and said it was super. In fact he flew off into the sunset and Mike was a little concerned that he wasn't coming back. Gotta watch that guy! Steve also noted that this coming fly-in at Blume and Voss will be seven years

since J.J. Smith had his first introductory ride in an ultralight. In that elapsed time he has completed flight training and constructed his own CGS Hawk which he is now flying. Way to go Jerry!

Bob Payzer's new Rans on floats is now completed and in a ten hour flight test program. We look forward to seeing this new wonder wagon, Bob. It will be based in Bob's new hangar at Land 'O Lakes.

On a final happy note, the Flight Log is now at the trophy shop to affix the 2002 plate that says UL Chapter 75. For a while it looked as though the winner was going to be Mother Nature since each attempt at competition was cancelled for wind and rain. Everything came together at Wautoma and Steve Krueger has a full report elsewhere in this newsletter.

See you all at the Blume and Voss fly-in on the twenty-first. Lots of food, flying (air and hangar), J.J. Smith and yours truly, "Fumblefingers". We hope the weather cooperates and that it's not full moon. Remember two years ago when that goofy old Indian showed up at our campfire? Any thing can happen out there, come and join us.

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September 2002

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*When a flight is proceeding incredibly well, something was forgotten*

*..Robert Livingston,  
"Flying The Aeronca"*



## Mike's First Solo Flight

It's Wednesday, August 28<sup>th</sup>. I just soloed for my first time in an ultralight the previous Friday. My new aerolite

until I was flying for real and on a regular basis. (End flashback) So, this is it, this is the day

well on my flight test." Well, as it turned out, I felt great, the weather was perfect and I did get the "All



(new to me anyway) is patiently waiting for me as I arrive at the hanger. A few moments after I arrive, Steve pulls up to hanger to retrieve a winch that he had left when he moved. Steve tells me to check my plane over and then taxi it over to his hanger when I am ready for the flight test. "Hmm," I think as I look over the plane. "I might just be flying you today."

(Begin flashback)

Okay, for me, this is unbelievable. I have been waiting for this moment for a very, very long time. In fact, I've been looking to the sky for as long as I can remember. I remember creating computerized drawing of flying machines on my family's first computer (an apple IIGS for those interested ;) and spending countless hours flying styrofoam planes bought from a local drug store. A little later in life my parents decided to get me into R/C airplanes. It was only a matter of time

that I've been dreaming of for so long! I've read my newly purchased Ultralight Flight Manual cover to cover, I've passed my written exam (with *flying* colors ;-), I've done my arm-chair flying and I've been mentally preparing my radio calls for the Merrill airport. Now, the time has come to live my dream. I was going to fly *my* plane!

I passed my flight exam without too much trouble. We did a few maneuvers, including departure stalls, an engine out and some cross-wind landings. All went well and before I knew it, Steve was having me taxi back to his hanger.

"Well, do you feel up to flying your plane tonight?" Steve asks.

Earlier in the day, I was wondering how I would feel. The previous night, Nikki, my fiancée, asked me if I was going to fly my plane after the test. I said, "I guess that depends on how I feel, the weather and if I even do

Clear" on my flight test! "Sure." I said. "It seems like it's a good night for this." I was a tad nervous, but I was doing a good job of keeping my cool and paying attention as Steve went over some last details.

I climbed into the seat and Steve gave me a courtesy pull. We checked radios (he was monitoring from the ground) and I was on my way, taxing out to the runway. I did my preflight, waited for a new Cherokee pilot to finish his touch and go and I was off, back taxing on one-six.

I squared up with the runway, announced that I was rolling and hit the throttle. Just like that my little plane and I where climbing like a rocket into the wild blue yonder. I was truly amazed at how comfortable and prepared I felt. Everything felt as it should be. I came in for a smooth touch and go went around again getting waves from a small three-person

## 2002 Flight Log

We are pleased to announce that the 2002 flight log for Ultralight/Light Plane proficiency events belongs to UL Chapter 75 for at least another year. This annual fun competition event among the three Wisconsin based EAA UL Chapters was postponed (due to high winds) from Pioneer Ultralight Day in June and made up at the Wautoma State UL Fly-In on August 18.

A very special thank you to Ron Detert for hauling the competition equipment, Dean Turner for set up, running the event, and handling the pilots briefing. Hats off to the following pilots : Frank Garr, Bill Heil, Steve Krueger, Dave Ristau, Dean Turner, Jeremy Viegut, and Brett Wilke all representing EAA UL 75 bringing our overall first place score of 690 points with a possible point value of 900 points.

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### Newest Chapter 75 Pilots

Lyle Banser, Merrill doing some serious looking. Mike Ford, Schofield now flying his beautifully acquired AeroLight 103. Jim and Joseph Simons, Land O Lakes who are ordering a new AeroLight 103 Kit. These pilots now look to the sky in a way they never looked before congratulations to Lyle, Mike, Jim, and Joe.

### NCWLF Meeting September 21

Our next chapter meeting is on Saturday, September 21st at the Blume Voss Fly In 1:30 PM with our friends EAA chapter 243. See the flyer for all the weekend details. This is the big one. **For the Pilots flying in, be advised that the Unicom Frequency is 122.9.** See you there. Contact Mark Blume for additional details 715-443-2835.

## Mike's First Solo Flight

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crowd below and a "good job!" from Steve on the radio.

I proceeded around the pattern and put her down for a full stop. Steve said I was doing great and that I have enough daylight to go up for about an hour more if I'd like. The night was looking great and after a little extra fuel from Steve I was off – completely free and on my

own. I could now fly anywhere and practice pretty much anything I wanted!

I taxied out and took off for a third time and departed to the west of Merrill. I was having a blast just cruising around, enjoying the spectacular view and freedom.

"Man this is absolutely amazing!", I thought to myself. More than once I let out a "Whooo Hooo!" as loud as I could muster. Here

I am, in the sky, one day before I turn twenty three, flying around as free as a bird!

I did it! I really did it!! Thanks to the Chapter 75 club and especially Steve Krueger, my lifelong dream of personal flight has finally become a reality!

And the best part, this is just the beginning!!!

See you in the sky!  
Mike Ford

## Musky Day Fly-In 2002

We had another great fly-in Sunday 8/11/02 at the Boulder Junction Airport (KBDJ). This year we had registered 60 planes with 4 being seaplanes. There were a few other planes but they did not register. This was about a 50% increase from last year. We had three Russian military type Yaks that certainly attracted a lot of attention from other pilots. I was disappointed that only four seaplanes were present; last year we had 8.

49 young people signed up for Young Eagle flights. None of the kids got sick even though it was a little bumpy. They were given a briefing of the aircraft and theory of flight, then on to the sky. Steve Krueger and Piper Pacer 7740K was the champ at hauling kids. Steve flew 33 of the 49 passengers. Syd Cohen also flew as many, as a matter of fact more flights with one passenger each.

Of course the hit of the day was Darko Medved's famous



chicken. Darko had 60 chickens on 10 spits and had them ready one spit at a time. Each person had to have a meal ticket so we could get a count of people. 165 tickets were turned in and many came back for seconds and thirds. We did run out of potato salad and coleslaw but there was plenty of chicken and sliced fresh fruit to go around.

The weather played a little havoc with some of the flights home but thankfully all made it safely. The food preparation and serving went very well, we seem to have that in hand. However the number of planes have in-

creased so much we had trouble finding parking places. Next year we may have to use a different approach to parking and maybe do away with the Young Eagle flights. Several pilots commented on that aspect of the program. We just had a lot of flight operations and too few volunteers. I will try to recruit more for next year. The commercial helicopter operating from downtown Boulder Junction was very good this year and most pilots said it was not a problem. I would guess since the helicopter operation was a money maker, the town of

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## Musky Day Fly-In 2002

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Boulder Junction was compensated at least as much as every other person who had a booth downtown. Next year we are planning to have the food and tables at

the airport to make it more convenient for the pilots. We are looking for some large tents. Darko indicates it would be no problem cooking at the airport as long as

he has a little power for his spits. Hopefully by next Musky Day we will have the runway smoother and trees near the runways removed. Also I would like to put down runway numbers for each runway and a BDJ logo in center field. Needless to say we truly have a great bunch of volunteers. Many pilots commented what a great place BJ is. One from the EAA and England indicated that airports like KBDJ are rare and disappearing every day. Many thanks to all that helped and I hope to see them next year.

Bob Payzer

## NCWLF Calendar of Events

**September 21-22, 2002 7th Annual Blume-Voss Fly-In & Chapter 75 Meeting**  
Little Chicago, WI

**October 6 Central Co. Flyers Fall Colors Fly-In Cent. Co. Airport**  
7:30 AM -11:00 AM Pancake Breakfast 11:00 Am -3 PM Famous Chile Dinner

**October 19, 2002 Chapter 75 Meeting**  
Location TBA

**November 16, 2002 Chapter 75 Meeting**  
Location TBA

**December 14, 2002 Chapter 75 Meeting**  
Merrill, WI with EAA 243 & 640 Merrill Airport

Check these websites for other events:  
[www.dot.state.wi.us/dtid/boa](http://www.dot.state.wi.us/dtid/boa)  
[www.brainerd.net/~syzygy/wisconsin2.htm](http://www.brainerd.net/~syzygy/wisconsin2.htm)

*Calendar of Events is updated monthly.*  
Contact Tom Voss [tvoss@pcpros.net](mailto:tvoss@pcpros.net) to list events in subsequent newsletters

## Buy Trade Sell

- ✦ Rotec Rally 2B 447 CDI B.R.S. 500# soft-pack 4 blade Ultra Prop ICOM A3 radio and headset. \$ 1750.00 Paul Zarnke 715-848-1816
- ✦ Kitfox Lite. Low time 2si engine, BRS chute, trailer and transport package available. Pictures at <http://www.geocities.com/Pipeline/Reef/9058> Asking \$14,000. Tim Duquaine DePere, WI [tduquaine@new.it.com](mailto:tduquaine@new.it.com)
- ✦ 1997 T-Bird 1 325hr. Rotax 503 dual ignition / single carb, oil inj, elec start. Cockpit has full enclosure, full compliment of analog gauges mounted in lexan panel. Includes streamlined strut covers, hyd. brakes, 6 & 12 gallon gas tanks, snow ski's, and BRS 750 Soft Pack parachute. Asking \$ 8,000. Also available: Hanger rental on premises \$90 month. Bob Zaretzke 4720 Martha Lane Pewaukee WI 53072 262-781-2251 cell 414-791-7670
- ✦ Bill Markstrum has extra copies of Bob Wylie's excellent book, "Wings North" at \$30 each. This is a treasure trove of local aviation history. Call Bill to reserve your copy. 845-8673
- ✦ Looking to trade a 26 ft GMC motorhome for a Cherokee 180, 160, 140 or a Cessna 172. Some-

(Continued on page 6)



### Buy Trade Sell

(Continued from page 5)

thing to train in and build hours. Do you know of anyone who has a Falcon XP for sale or trade, flying or a project? I also have a nice 18 ft sailboat I could trade for a Falcon-XP. Ron 573-348-4654 rbeller@2ultra.com

✈ 1992 Challenger 2 503 Rotax engine, updated wings, new puddle jumper floats with retractable wheels. BRS chute, new windows, fiberglass mse cone, flapperons, strobe lights, ski hardware, extra balloon type tires with hydraulic brakes. and held Delcom radio, instruments, and much more. \$ 18,200 or best offer. Glenn Wagner 715-453-8 4 6 1 . Glennsnr71@klinktech.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 92

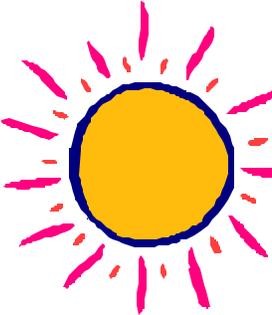
## Local Airport Information

<u>AIRPORT</u>	<u>FREQ</u>	<u>AWOS</u>	<u>ALT</u>	<u>RUNWAY</u>	<u>RUNWAY</u>	<u>ID.</u>
ANTIGO	122.8	119.075	1522	34/16	26/8	AIG
ASHLAND	122.8	126.775	826	20/2	31/13	ASX
B.J.	122.9		1665	23/5	34/16	BDJ
CWA	119.75	127.45	1277	26/8	35/17	CWA
CLINTONVILLE	122.8	120.875	822	14/32	27/9	CLI
EAGLE RIVER	122.8	118.325	1642	22/4	31/13	EGV
EAST TROY	123		860	26/8		57C
EAU CLAIRE	123	119.675	907	22/4	32/14	EAU
GUNTLY	122.9		790	19/1		82C
HARTFORD	123		1070	36/18	29/11	C31
HAYWARD	122.8	113.4	1215	20/2		HYR
IRON RIVER	122.9		1143	26/8		Y77
IRON MTN	122.8	119.025	1102	16/1	31/13	IMT
IRONWOOD	122.8	125.175	1230	27/9		IWD
LAKELAND	122.7	121.125	1630	36/18	20/10	ARV
MADLINE ISL.	122.9		649	22/4		
MAN WATERS	122.8		1610	32/14	22/4	D25
MARSHFIELD	123	126.425	1277	34/16	22/4	MFI
MEDFORD	122.8	119.025	1470	27/9	33/15	MDZ
MENOMOMIE	122.7		895	27/9	36/18	MNM
MERRILL	122.8	119.925	1317	34/16	25/7	RRL
OSHKOSH	118.5		808	36/18	27/9	OSH
PARK FALLS	122.9		1500	36/18		PKF
PHILLIPS	122.8	125.875	1471	19/1	24/6	PBH
RHINELANDER	123	126.825	1623	27/9	33/15	RHI
SHAWNO	122.8		811	29/11	21/3	3WO
STEVENS POINT	122.7	119.275	1110	21/3	30/12	STE
STURGEON BAY	122.7	128.325	724	19/1	27/9	SUE
THREE LAKES	122.7		1636	21/3		40D
TOMAHAWK	122.8		1486	27/9		W146
WAUPACA	122.8		826	30/12	24/6	PCZ
WAUSAU	122.7	125.925	1201	30/12	22/4	AUW
WISC. RAPIDS	122.8	128.575	1021	20/2	29/11	ISW

**Excellent hangar or storage units - 8 to 48 ft wide**




**Contact George Kramer**  
Deerbrook WI  
715-627-7925 gmramer@msn.com






# 7th Annual Blume-Voss Fall Fly-In

SEPTEMBER 21 & 22, 2002  
 15203 SHORT LANE  
 MARATHON, WI  
 (715)443-2835

1,200' X 75' GRASS STRIP  
 PARALLEL TO SHORT LANE  
 (N 45° 01.414) (W 89 ° 49.789)  
 POWER LINES ON EAST END.



## Saturday September 21 Activities

- Flying from 1:30 to sundown
- 1:30 - EAA Chapter 243 & EAA Ul trail ight Chapter 75 Joint Meeting
- 2:00 - Lunch Sponsored By EAA Chapter 243
- 7:00 - Dinner Sponsored By EAA Ul trail ight Chapter 75
- Bring A Dish to Share

**After Dark  
 around the Campfire  
 Live Music**   
**JJ Smith & Jim Shnowske**  
 Special appearance by  
**Bill "Squeezebox" Markstrum**

**Bring a lawn chair, a blanket, and  
 your favorite beverage**

## Sunday September 22

- 8:30 am Pancake Breakfast  
 Sponsored by  
 EAA Ul trail ight Chapter 75



**CAMPING AVAILABLE  
 (NO HOOKUPS)**

BY CAR: From Wausau

Take Hwy 29 West 10 miles to Marathon City.  
 North on Hwy 107 6 miles to Short Lane.  
 East on Short Lane 1/2 mile.

