

EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

Editors Notes

Not only the calendar but the brisk autumn mornings remind us that its time to get out the snowmobile suits and warm gloves if we're going to enjoy the fall colors from on high. Of course there are those fortunate few who have devised windscreens and pods to lessen the breeze and make flying tolerable on all but the coldest days. Then there are the real smarties with totally enclosed cockpits, Mini Maxes, Sea Reys, etc... And how about that enclosed Chinook of Gordy Radtke's with a heating duct off the Rotax fan shroud. When you make as many trips to Duluth as Gordy does in all seasons, you had better be prepared. In any case, dress warm and enjoy Wisconsin at it's colorful best from your aerial platform,

however primitive or refined. Speaking of beautiful Wisconsin weather, the Gods certainly smiled on us for the annual picnic / fly-in at Mark Blume and Tom Voss' home and runway held on September 16th and 17th. I think all attendees will agree, it was the best ever in every aspect. The location is ideal with the modern house and large garage situated on high ground. The view is from horizon to horizon of primarily open farmland. The weather was at its autumnal best with a few high cirrus clouds in a blue sky and moderate southerly winds that our professional aviators could easily cope with. Mark and Tom had carefully planned both aircraft and auto/camper areas on their well-groomed landscape.

Planes and cars/campers started arriving late Saturday morning so that the large garage was wall to wall people by the start of the meeting at 1:30. The important aspect of this get together is that it was a combined meeting of UL Chapter 75 and Chapter 243. Such combined meetings are a wonderful opportunity to show our brethren with larger aircraft what ultra lighters are all about. We share the same skies and should fly by the same rules. There may be many reasons why someone might choose the ultralight way to flying: financial or physical limitations or perhaps just a desire for low and slow, simple flying over the old bean patch.

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Water Flying at it's Best

Tonight I experienced the most fun with my Searey I have ever had. The sun was bright and the winds steady as Dave Thompson from Bombardier and I taxied out to 30 at Wausau. We were flying with Russ Post in his GT-400 and made the short trek out to Blume/Voss International Ultralight Airstrip. After a few circles and a wave it was off to Lake Wausau for some touch and go's. Our first landing was a beauty and Dave thought I must be a pro. We made a straight forward take off with another landing in mind. On approach we flew

over the Schofield water tower and down on to the lake. After another real nice landing we became a boat and taxied all around the lake at 30 mph. We waved to the kids fishing on the docks at Blue Gill Park. We waved to the couples on there docks as we passed by on our tour of the very scenic Lake Wausau. Step taxi can be a little tricky especially high speed turns. We kept the high speed turns gradual and it was fun and uneventful. We were joined by the Flying Gordino in his Chinook and sat on the water and talked about all the fun it is to be able to land on

water. As the sun was setting that was our cue to put the birds away. We landed on terra firma and were greeted by Russ as he waved us into our parking spot in front of hanger 21. We all commented on it being such a nice fall night to fly, and Russ added how neat it looked from above as we taxied all around Lake Wausau. Flying Boats, what a blast!!!! I hope that I can share this thrill with many others from our Club.

Happy Hydroaviation!!!
Dan Marlenga

Volume 5, Issue 10
October 2000

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I had a great time at my first fly-in. My son and brother-in-law got their first UL rides and loved it. I got my 2nd ride and am still hooked.

Jim Sherburne



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**NCWLF Treasurer Report
September 2000**

Balance Fwd		\$ 1,110.87
Deposits		
Dues	\$24.00	
Hats	\$ 10.00	
Shelley Patches	\$ 6.00	
Donations	\$ 10.00	
Total		\$ 50.00
Disbursements		
Postage	\$ 27.78	
Blume/Voss Fly-In (Steve Krueger)	\$ 85.56	
Blume/Voss Fly-In	\$ 228.00	
Wag Aero - (Lake of the Woods Windssock Donation)	\$ 47.78	
Total		\$ 389.12
Ending Balance		\$ 773.75

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
15203 Short Lane
Marathon, WI 54448
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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

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.

Chapter 243 Banquet

The annual 243 banquet will be Saturday, October 21st at the Runway Restaurant Central WI Airport. Dinner is at 6:30 P.M. Tickets must be purchased in advance at a cost of \$12.50 per person. Follow-

ing dinner this years speaker will be Dr.Erickson. Dr Erickson flew a Piper Cub on floats above the Arctic Circle several times His slide show and accompanying stories are spectacular. Look for soon to

be published book on this mighty adventure. Contact Lyman Hatz (715) 536-1069 or Steve Krueger (715) 536-8828 for tickets. You can purchase your ticket from Steve Krueger at Dick Lees Fly-in.

Thru the Viewfinder

Usually I talk to all you 75'ers & (243'ers) thru the viewfinder and the lens. But, this time is very special to me. At the beautiful and successful (Thank-You Tom & Mark) combined meeting / Fly-In / Drive-In of EAA UL Chapter 75 and EAA Chapter 243. I experienced some unforgettable sharing of knowledge, expertise and that all ever important thing that is known as *Experience*.

In the interest of future progress, and integrity of some of the pre-assembled parts of my Mini-Max 103 project, I brought said pieces

to the meeting and was overwhelmed with guidance, opinions and verifications. I thank you all. Some of the comments were shared to my by fellow EAA members whose names escape me at this writing. As I sit here and ponder my next words (I certainly don't want to forget anyone), workds of encouragement and the good ol' ok from Lymann H, Larry S, Terry O, Phil N, Jack B, Richard V and those who gave the *thumbs up* will be forever in my *memory bank*. Thank you all. This is what EAA is all about!

Also in that *memory bank* is my ride and stick time with Dean Turner in his beautiful Sea Rey. The sharing and fellowship of our two chapters is awesome.

Hey! Who was that ol' Indian Chief or Buck? JJ sure enjoyed him—as did we all. Not to be forgotten, JJ you are great and I want you to know you bring a lot of joy and happiness to all of us. I for one am happy that you are also a 75'er and fellow plane builder.

Happy Building
Happy Flying - All
Ron Detert

Searey 8/24/00 Status

Well today was the big day I flew 511RP back to Wausau. We had an oil leak out of the scavenge line after I flew it around the patch here at BJ (Boulder Junction). We Cal, the greatest mechanic, and I tightened it up but we didn't get a chance to fly it and try it out. Well today, the group, came up to make sure I got off my dead something and got going. We had 2 SeaReys plus mine, a kit fox, oh gosh I don't remember the names, but we had a mini fly-in of six planes here at BJ. I took 511RP around the patch to check for oil leaks and all went well. However after a great landing the throttle would not go to

idle and as a result I was taxing at a high rate of speed. I got off the rudder pedals and onto the brakes and headed for the trees. I got back on the rudders and violently jerked the throttle and it came to idle. All the boys on the ground told me they were very concerned when I headed for the trees. I assured them I was a trifle more concerned than they were. And then Dan said, "Why didn't you turn off the ignition?" I told him I would the next time around. After the guys went through the throttle cable system they found a few kinks and straightened them. Also the oil leak did not look completely

cured but very little, if any, oil was leaking, so we decided to take off to Wausau with a stop at Lake Tomahawk at the little strip to check for leakage. Needless to say my pucker factor was a little high but the throttle response was perfect and of course, without a certain flight instructor I made a near perfect landing in a field half the size of BJ.

I flew on to Wausau with one eye on the oil pressure. We had no oil leakage problem and the throttle response was perfect. I made a squeaky landing at Wausau Downtown but the left wing popped up after I was on the ground due

(Continued on page 6)

Next NCWLF Meeting

The next get together will be the 2nd Annual Polish Luau, Dick & Geri Lees on Lake Nokomis - see map for directions. Saturday October 14th lunch will be served at 1:00 (dish to pass optional) meeting to follow, come early and enjoy this great & unforgettable event.

PLEASE NOTE THIS IS 1 WEEK EARLIER THAN OUR USUAL 3RD SATURDAY MEETING. RAIN DATE IS SUNDAY, OCTOBER 15. Contact Dick at 715-453-3135 for additional details, See you there!

NCWLF Welcomes New Members:

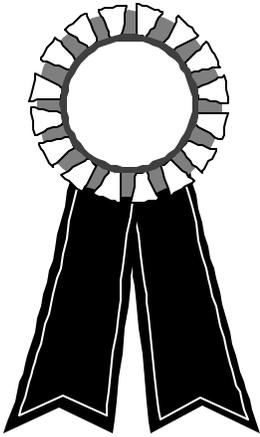
Frank Garr Athens, WI
David LeVoy Stratford, WI
Delwin Hoffman Wausau, WI





First Solo Flight

Congratulations to Tom Heiting, Three Lakes Wis. Tom successfully soloed on Sunday, September 17th. I understand the new Aerolight 103 kit will be uncrated and in its assembly stage as this newsletter went to press.



Buy • Trade • Sell • Wanted

Wanted: I am looking for a Challenger that is collecting dust or has been slightly crashed and is just sitting around getting hangar rash! Thank you for any assistance. Mike Fields 616/891-8635 bm96@iserv.net (4/00)

83 Rotec Rally Sport 503. Airspeed, cylinder head temp, tach, alt, good sails. First \$2,000. Ken Bennetts 715/623-4512.

NCWLF Calendar of Events

October 7, 2000 Fall Colors Fly-In Breakfast

Door County Cherryland Airport. Sturgeon Bay. Paul Spanbauer 920-743-6082

October 7, 8, 2000 Door County Trip

Leaving Wausau around 8 am Saturday morning. See article for details. Dan Marlenga 715-359-7377

October 14, 2000 Dick Lees Polish Luau

Lake Nokomis, WI. Also NCWLF Monthly Meeting. Rain Date October 15

October 22, 2000 Fall Flying Fiasco 00

Pulaski, WI See article for details. Mark Hanson 920-822-1140.

November 11, 2000 NCWLF Monthly Meeting

Bombardier Headquarters with Gordy Radtke. Wausau, WI.

December 9, 2000 Christmas Party Potluck with EAA 243 & 640

Merrill Airport

Calendar of Events is updated monthly.

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

Door County Trip

Looks like we will have a Door Co. trip on Oct. 7 & 8th. Leaving Wausau around 8 am and flying to Sturgeon Bay for Pancake



Breakfast and then on to Ephraim Airport to set up camp and fly the rest of the day. We will return on Sunday. Any club member is welcome to join with their plane or by land vehicle. There may be

room to ride along in Jack's motorhome. If you want to go call Dan Marlenga at 715-359-7377 or Email at remember-shelley@prodigy.net Call early so plans can be finalized.

MARK HANSON: HOME 1-(920)-822-1140 WORK 1(920)730-0205 M/F

FALL FLYING FIASCO 00

SUN OCT22nd (PACKER BYE WEEK)

"HANSON FIELD" 2500 ft Strig

5MI NORTH OF (92C)

N 3238 GEENVALLEY RD. PULASKI WI

RUNWAY 9/27. WATCH FOR TOWER 2MILES NORTH!

(GPS COORDINATES N44°41.950 W088°15.785)

10:00 AM - 4:00 LUNCH SERVED 11:00

** CAMPING AVAILABLE ** BATHROOMS **

AIRPLANE RIDES !!!

FAMILY FUN !!! BON FIRE!!!



MONEY DONATED
SHELLEY MARLENGA
SCHOLARSHIP FUND



Editors Notes (cont.)

(Continued from page 1)

It's noteworthy to point out that the large turnout of 243 members included many past and present officers of that chapter. Past president Larry Sperberg was there with his new bride. Congratulations Mr. and Mrs. Sperberg! Establishing a bond with these key people is very pleasing indeed.

During the brief meeting President Steve Krueger presented new member Frank Garr with his solo certificate. Frank is now building time in his new Quicksilver Sprint. Congratulations Frank, a more enthusiastic and dedicated flyer would be hard to find.

I also read a letter from Pastor Bill Barnhart, Chaplain at the EAA Fergus Chapel which we attended over Pioneer weekend. He thanked the chapter *Choir* for singing the Ultralight Anthem during that service and further requested a framed copy of that song to hang on the Chapel wall. Are we famous or what?

Following the meeting Chapter 243 provided a tasty lunch with brats specially prepared by the bearded one, Lyman Hatz. Thank you 243 for a delicious meal. It seems as a group we meet well and we eat well.

Following that great lunch everyone adjourned to do fun stuff. The youngsters moved to the north field for kite flying, the ladies gathered to talk (probably about us) and the fliers manned their planes. As always, the BFI's were most generous with their demo flights and often giving their passengers some stick time.

and Carl Green kept the runway grass blowing in the wind all afternoon. The singe-places were up and about as well, along with the Kitfoxes of Jim Shnowske and Bill Reed. By the way you've got to hear that Subaru engine in Bills plane — smooth! Dean Turner was not to be outdone in his SeaRey. Some demo flights even included splash-downs in Lake Wausau. Some guys just can't stand to see a speck of dust on their hulls!

As I mentioned last month, Ron Detert, our videographer, has started fabrication of his Mini Max and brought his plans and several completed assemblies to the meeting to *show and ask*. He asked the woodworking experts to analyze his fitting / gluing techniques. Ron said that several people there were very helpful, especially Lyman Hatz, and he came home with renewed confidence to proceed with his project.

And proceeding he is as I checked on his project this week. Both side frames of the fuselage were on the table, wood carefully fitted and being glued with temperatures being monitored for proper glue adhesion. His work is very professional yet accomplished in a simple garage. Ron, this is what EAA is all about — go for it!

Meanwhile, back at the Blume and Voss ranch, the sun was getting low in the West as Jack La See's powered chute billowed out behind him and he lifted off under that multi-colored canopy. After a circle or two of the house Jack released the weighted cable un-

der his platform and there it was, a larger American flag, fluttering in the slipstream. J. J. Smith and I were practicing a few songs together down in the camping area as Jack flew to our west, between us and the late sun. What a beautiful sight, so inspiring that we both started singing the Star Spangled Banner. Ron was video taping nearby and our voices were probably picked up on the tape. Oshkosh has nothing on us!

As evening fell we returned to the garage for our evening meal, well organized by our gracious host, Tom Voss. Tom made the barbeques while many others brought hot dishes and deserts. I really don't know how we can call ourselves "ultralights" after these gourmet dinners!

By the time all the good eating and talk was done, it was dark and we adjourned to the large fire pit where Mark had a big bonfire going. We all settled in, close to the fire for warmth, mesmerized by the flames and the guitar and songs of our talented J.J. Smith. He is the professional but allowed me to harmonize on a song or two and fumble my way through a few tunes on my squeeze-box. J.J. and I were really pleased to join the lovely voice of Judy Oestreich on one song. Thanks Judy, we're looking forward to next year.

As the evening wore on and the almost full harvest moon came up in the East, there suddenly appeared at fireside, real or apparition we'll never know, this (Continued on page 6)

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/>

Lanny Ross sold his powered parachute to Kim Kirchner and Brian Reichwald from Cecil WI. They have soloed and are now enjoying the thrill of flight.





2001 Club Calendar

We are excited to announce that NCWLF Year 2001 Calendars will be available at the joint meeting in December. Due to unknown demand, we are taking advance orders. Use the order form below or contact Steve Norris 715/675-2876 steve@csowheels.com Orders must be received on or before November 11th. We are accepting pictures for the calendar but we must receive them by October 31st in order to accommodate for formatting, etc. Send your photographs to
 NCWLF
 P.O. Box 12
 Schofield, WI 54476
 You can e-mail photos to steve@csowheels.com. To reserve your very own NCWLF 2001 calendar -

Complete This Form.



Encore

Thanks to all that attended and made it another great flying. Great food, good weather, safe flying and the list goes on. We

could go through all the people we want to thank but there would not be much room for the rest of the newsletter.

Please accept this simple and from the heart Thank You.

Mark Blume and Tom Voss.

Editors Notes (cont.)

(Continued from page 5)
 claimed to be the Medicine Man for the Rotaxus Tribe, *Drooping Windsock*. He invoked the Great Spirit for tribal favors, told stories and then, with moccasin clad feet, danced back into the darkness with beating drum and jingling bells. Very strange indeed.

Again I say, Oshkosh has nothing on us. At 0700 Sunday morning, with early rays of sun peeking through the camper curtains, we heard the

notes of reveille, loud and clear, from Brian Krueger's trombone. While still chuckling over that we heard the *Yodeler*, Oshkosh for sure! It seems Jack La See has a recording of same which he played. That made all of us hit the deck and head over to the chow hall for 'cakes, sausage and hot coffee.

After that, what else but more flying in the calm morning air. I want to thank Carl Green for my ride and stick time in his beautiful Flightstar and also

for my wife Dee's flight that morning. Those *little green men* can really fly.

We were especially pleased to see our many friends from 243 around the campfire at night and still around for breakfast on Sunday morning. What a great camaraderie is developing between our two chapters.

Special thanks to Mark and Tom for all your work and graciousness. You guys are special!

Bill Markstrum

Searey 8/24/00 Status (cont.)

(Continued from page 3)
 to a gust. Dean said he watched the landing and the same darn thing happened to him.

At any rate it was a perfect day for flying and I loved it. The bird is at hanger 3 in Wausau and now I hope to have it ready to go as quickly as possible. I have the motorcycle brake system ready to go. The current brake system as you know is no good and dangerous. That should not take long to replace. The DG doesn't work nor does the intercom. I have contacted PS-Engineering and have

downloaded all their circuit diagrams and programs. There is a member of the ultralight chapter who is a whiz at that sort of stuff and maybe he can help me.

At any rate you can not appreciate how much fun it is to fly the SeaRey here in the northwoods. Dean Turner took Mary with him and she just loved it. Of course he made a few water landings with Mary. I was concerned Mary wouldn't want to go but she said she would fly with Dean because she thought Dean was the best pilot of the bunch. By the way, Dean is the fleet leader

of the SeaReys. Boy he has a lot of cracks and minor problems. We are all learning from one another.

Another subject. I see a Airbus went down with the engines I invented and pioneered, the GE13 and later the CFM 56. They say flames were coming from one engine after three go arounds. Could they have over speeded the engine on a throttle burst? The CFM 56 has been a bullet proof engine. Maybe if the guys help we will have 511RP flying in a week or two.

Bob Payzer

Yes - I want my very own NCWLF 2001 Calendar. Reserve mine today!

Name _____

Address _____

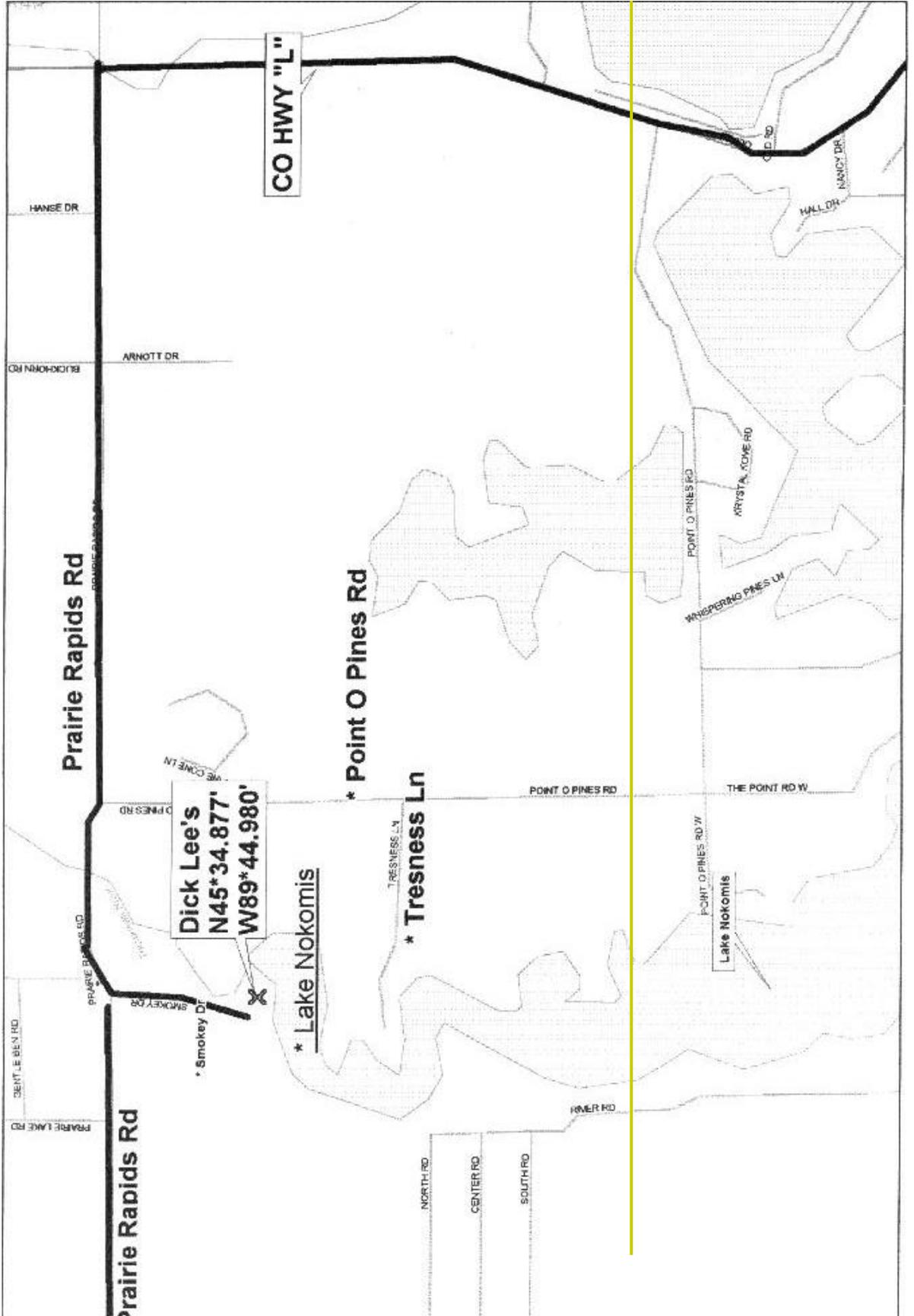
City _____ State _____ Zip _____

Phone # _____ # of Calendars (\$15 each) _____

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

Directions to Dick & Geri Lee's

- >From Wausau take Hwy. 51 north to Hwy. 8 west to Hwy. L north to Prairie Rapids Rd. West to Smokey Rd.
- >From Minocqua take Hwy. 51 south to Hwy. L south to Prairie Rapids Rd. West to Smokey Rd. Dick will have signs at intersections.



P.O. Box 12
Schofield, WI 54476

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<http://www.pcpros.net/~tvoss>
