



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

Editors Notes by Bill Markstrum

As I sit down to write my editorial for the September newsletter, the melody and lyrics of Perry Como's "September Song" are-background music in my mind; For it's a long, long, time, from May to December, But the days grow short, when you reach September. The Autumn weather, turns the leaves to flame, and one doesn't have time for the waiting game."

Normally, all copy has to be turned in by the fifth of each month to Tom Voss, our publisher and the person that does such a beautiful job of composing the copy we send him. Both he and partner, Mark Blume, are taking a well earned vacation in our northeastern states. Enjoy the sights, sounds and smell of surf against that rock-bound coast and enjoy a lobster or two for us, Tom and Mark.

Besides the desk-pad calendar I'm writing on, I also have the beautiful Chapter 75 calendar in front of me. The September picture features John Kirstein in his Kolb Twinstar over our equally beautiful Wisconsin landscape. Anyone interested in John's ad for the Kolb in our "Buy, Trade, Sell" section need only check this picture to see what an outstanding aircraft this Kolb is.

Seeing our chapter calendar

reminds me to put a word in for Tony Borchardt and others involved in the production of our calendar each year. Take pictures of your plane, especially those air to air shots so they are ready for the '08 calendar. As I said earlier, "The days grow short when you reach September".

One lone ultralight sat among the "heavy iron" aircraft, Steve Krueger's first UL, a Rally

I am awaiting a call-back from our newest member, Tom Severson, in New London. In trying to call him, using the number listed in the "Buy, Trade, Sell" section, I discovered that we listed the wrong area code. It is area code 920 rather than the incorrect 715. Sorry about that, Tom. As the voice on the phone said, "Your call cannot be completed as dialed."

I was unable to make the rain-shortened Wild Rose fly-in and chapter meeting. I had really been looking forward to renewing friendships with people from other chapters. The competition events were held early that morning, before the weather moved in. Our skilled chapter pilots retained the coveted "Flight Log". Good shooting, guys! I understand the hospitality and food provided by the Wild Rose airport group, was great, as usual. President

Steve Krueger dropped off an insert for the newsletter, announcing a very nostalgic event, at least it is for me. Our usual fall, combined-chapter fly-in is to be held at Judy and Terry Oestreich's Flying "0" field, east of Wausau. I say nostalgic because of the many fly-ins I have attended there, leaving

me with many memories, mostly good ones, a few bad. One that could have been very bad was when a C-180 clipped the power line on his approach. The pilot landed safely while many of us took up road guard to keep people from the downed wires and burning grass until the power company arrived.

But there are so many very pleasant memories of my times at the Flying "0", riding in the McMahan Stearman, and getting a few minutes stick time in Tom Brown's F-2 Waco. That was a real treat, since I had often ridden in Archie Towle's F-2 when I was a kid.

As I mentioned in a recent newsletter, at one of the past fly-ins at the Flying "O", one lone ultralight sat among the "heavy iron" aircraft, Steve Krueger's first UL, a Rally. It was then and there that I joined UL Chapter 75. Don't miss this special event! Wonderful hosts, Judy and Terry plus great food and entertainment. And yes,

(Continued on page 3)

**Vol 12, Issue 9
September 2007**

Inside this issue

Editors Notes	1
Solo Flights	1
Treasurer Report	2
Officers	2
Membership Form	2
Next Meeting	3
August Minutes	3
Wild Rose Recap	3
New Members	3
From the Archives	4
2007 Musky Day	4
Calendar of Events	6
Buy Trade Sell	6
2007 Fall Fly-In	9
Other Chapters	10

Solo Flight

Congratulations on your solo flight:

Brett McKinney—
Rhineland—August 23

Jim Cornelius—Wausau—
August 30

Editors Notes cont...

(Continued from page 1)

there are now big orange balls on the highline on the approach to runway 09. Personally, I'm looking forward to hearing Mary Banser's beautiful voice again and seeing Lyle Banser's new aircraft in the pattern that day.

Let me close with a "read 'em and weep" story. My neighbor called me the other day to tell me his brother

bought a just completed, never flown, ultralight. His brother, who has farm property between Wausau and Antigo, also has a neighbor who purchased an ultralight kit, completed it and was ready to fly it. This same neighbor fell through the floor of his old barn. (Obviously, not hay worthy!) This gentleman sustained so many serious fractures that

he decided his flying days were over and sold the aircraft to my neighbors brother. I am encouraging the new owner to contact Steve Krueger to inspect the plane and get the new owner proficient in the aircraft. Now weep with me --- the purchase price?--\$1800.

Bill Markstrum

NCWLF AUGUST 2007 Meeting Minutes

President Steve Krueger called the meeting to order after the state proficiency competition at the Wild Rose Airport. The treasurer's report was read by John Heckendorf and approved.

Old business: Ron Wallace was thanked for roping off a spot for our chapter at the campground at AirVenture this year. It was reported that 81 planes attended Musky Day Flyin.

New business: Lyle Banser made his first cross country in his Rans to Wild Rose

today.

FlyIns: Tomahawk Airport FlyIn is tomorrow, August 19. Corn Roast at Mathaire Airport, Columbus is Labor Day weekend. Merrill Airport FlyIn is September 8. Powered Parachute Extravaganza at Marks Park, New London, on September 14-16.

Pete from Plane Guys Aviation told us about the services they have to offer at the Waupaca Airport. Next month's meeting will be held September 15, at the Flying

O Field, near Ringle. There will be food and refreshments under a tent, poker runs during the day, and entertainment in the evening. Thank you, Dean Riley and Brett Wilke, and the Wild Rose Airport Association for having us and the competition at the airport. The meeting adjourned. Chicken was served, and entertainment was provided by JJ Smith.

Assistant Secretary,
Paul Buss

Wild Rose State Fly In Recap

Despite the rain Saturday afternoon, the event was a success. 25 planes flew in and 21 participated in the battle for the flight log. Here are the proficiency events results.

Torpedo Run:

1st Place Tony VanCampen-Ercoupe

2nd place Jim Shmowske-Kit Fox

3rd Place Joe Mapes-Ridge Runner

Message Drop:

1st place Tony VanCampen-Ercoupe

2nd place Jim Jagger Quicksilver-MXL2

3rd Place Russ Post Quicksilver-GT400 Carrier Landing:

1st Place Brett Wilke-Challenge

2nd place Jim Cote Quicksilver-MXL2

3rd Place Ron Brooks Quicksilver GT500

2007 Traveling Trophy/Flight Log:

EAA UL 75

Thank You to the Wild Rose Assoc for hosting this great event and for Saturday breakfast.

Thank You to EAA 41 for Saturday lunch, to Chapter 75 for Saturday dinner, to Brett Wilke, Pat and Deb Kenny, Paul and Sue Buss, JJ Smith, Karen Krueger, and all who pitched in throughout the weekend.

We had a good time!
Steve Krueger

Next NCWLF Meeting September 15

The next Chapter 75 Meeting is Saturday September 15 at 12:30 at Terry and Judy Oestreichs Flying O Field. See the full page ad of the annual Fall Fly In for more detail. See you there.

Welcome New Members

Wayne Poppy
New London

Joe Herman
Wausau

John & Toni Heller
Jackson

James Cade
Pine River

T. Seversen
New London



From the NCWLF Archives

Presidents Corner— September 1996:

The First Annual State-wide Ultralight Fly-in, Lake of the Woods Campground - Wautoma, WI

What a fantastic event! Four ultralights represented Chapter 75. Rich Papa with his MXL Sport, Dan Marlenga and Steve Norris with their GT 500, Steve Krueger piloting a Mini Max (thank you Jay), and Jack Lasee with his beautiful Buck-eye Parachute.

The fixed wing fellows left Wausau at noon as our first leg would be to Stevens Point. The flight was quite smooth. It was nice to see Jim Riesinger able to get some stick time to Point in the GT 500. Hey Jim do you have the bug yet or was it a torminal dosage. At Point we were greeted with mixed fuel via ground support Norris and Company. Thanks Steve.

Onward to Lake of the Woods with Steve and Greg Norris piloting the

(Continued on page 5)

2007 Musky Day Fly In



This was the 10th anniversary of the Musky Day Fly-In and I must say it was the best. To a certain extent it was a two day affair with Boulder Junction's Jack Vilas Day on Saturday. I had volunteered to have a seaplane fly-in at Trout Lake on Saturday. Initial replies to my request were very sketchy; some of the locals had weddings and such to go to. I thought I would get at least two super cubs on floats and my Rans S7 on floats. The super cubs did not show, however we did have a fleet of seven seaplanes, close to 4 million dollars worth of hardware. Mike Graham in the turbine Beaver, a valuable rare bird. Ron Carlson in his newly painted beautiful P&W powered Beaver. Pete the Pilot Larson in his Luscombe, a quick little plane. Garry Mueller in his Cessna 120 on floats which much to my surprise did a great job. Steve Krueger in my Rans S7. Gordy Radtke in his Chinook. Dan Marlenga in his SeaRey who became Jack Vilas as the last

act. Well now that I had a great group of volunteers lined up what would happen if no one came to see the fly by. The wind was out of

the west and blowing across the lake and the waves were quite high near our spot by the shore. We decided that the pilots would not land, near our shore it would be a little dicey. Lynn Engdaul and Nancy Brown (who headed Jack Vilas Day) put out signs on Highway 51 and others advertising the FREE AIRSHOW AT Trout Lake. The placed was packed, the parking lot full and cars lined up on Highway M for miles. Now my problem was, these guys are expecting an air show with loops spins and aerobatics and all I will have is a fly by. They will kill me.

A severe thunderstorm appeared on the other side of Trout Lake with lots of lightening. So here was my out. I could cancel the fly by because of the storm and be saved. But alas no, the storm did pass,

the people came back from their cars, and the weather was perfect. The pilots wanted to land and put on a show on water and the crowds stayed.

The crowd went wild over the planes flying by and step taxing etc. I couldn't believe it. The last was Dan Marlenga in his SeaRey which is a modern day version of Jack Vilas's Curtiss Flying boat. Dan played the part perfectly with high speed taxi runs and I told the crowd that this was the way Jack Vilas would have done it right here on Trout Lake in 1915. His grandson Jack told me later that the Curtiss Flying boat was not very stable on water; oh, well, it made for a good story.

At any rate Saturday was a successful day. I even got a few notes from kids who



thanked me and the pilots for such a great show. I am very beholding to you seven pilots. You guys saved my behind. Many, many thanks.

Sunday was another

(Continued on page 5)

2007 Musky Day Fly In cont...



(Continued from page 4)

beautiful day. By my count we had 81 airplanes but others reported 87 so that made a new record. We had airplanes lined up on either side of the runway. Mike Graham brought his turbine Beaver back and was a crowd drawer. Of course

g o o d number of Seaplanes parked on the Shore of Boulder Lake. Steve Krueger gave rides in the Rans

what a thrill. Steve Krueger formation with Mike and his Beaver, what an honor. We also had a

and performed by David Daniels was presented at the airport on Sunday. David did a great job as planes were taking off to miss weather. Mary Schueller has written a revised copy of Jack Vilas book My Life to My Children. It is a very interesting book. You can learn more about the life of



to the volunteers. After the great Darko Grilled chicken dinner, the play The Water Flier written by Mary Schueller

Jack Vilas at www.seaplanepilots.org/vilas. Thank you everyone who helped. Many comments this year about a great fly-in and many said they would forgo Oshkosh because it has become too big.

Hope we have another year!
PAYZER

From the NCWLF Archives cont...

(Continued from page 4)

GT 500, Rich in the NCKL Sport, and Steve Krueger in the Mini Max. Oh by the way it helps, to have the correct coordinates for your final destination but our dead reckoning skills got us there via a little detour.

The facilities were terrific with a special camping area for all the forty plus ultralights that flew in for the weekend event. It was great to see our family members join in the fun, making it all the more special weekend event. A wonderful dinner of brats and fine side dishes was a great hit. Thank you Karen and Patty, after all, even we need to get fueled up once in a while.

An evening flying session was a lot of fun, it brought back Oshkosh memories of the ultralight evening fly-bys just a few weeks ago. After sunset the campground management set up a huge bon fire just for the ultralight guests. It was a starlit night with a few pork chops and

(Continued on page 6)

From the NCWLF Archives cont...

(Continued from page 5)

always a great story or two. Why does it get better with each new event? Meeting new and catching up with old friends always adds the frosting to any cake. Lights out at midnight with a dawn patrol for the morning agenda. When the morning came the ground fog was too heavy for any Dawn Patrol but someone with a bugle made sure that no one ever-slept and would you believe that there even was a yodeller on the horizon to make everyone feel right at home.

Good job Jack Lasee, it was a great hit. Even if it was only a tape it was a good stereo system. With the early morning fog not lifting a few of us went to Wautoma for fuel in the tanks and fuel in our tummies. A few ultralights headed out for their home voyage but most of our group took advantage of a little mini golf and the heated outdoor swimming pool action. It was refreshing!

Something quite inter-

(Continued on page 7)

2007 Calendar of Events

September 8, 2007 Merrill Airport Day

Merrill Airport 8:00 - 4:00 Food and Fun all day
Steve Krueger 715-536-8828

September 14-16, 2007 Powerchute Extravaganza

Largest Powered Parachute FlyIn in the World, Marks Park, New London

September 15, 2007 Fall Fly In

Flying O Field, Ringle with 243 & 640.
8 miles east of Wausau Terry & Judy Oestreich

September 15, 2007 Chapter Meeting

Flying O Field, Ringle

October 20, 2007 Chapter Meeting

Paul /Sue Buss Norrie Brook Field Eland

November 10, 2007 Chapter Meeting

Abbotsford Jim Jakel Red Barn

December 8, 2007 Chapter Meeting

Christmas Meeting 243 & 640 Merrill Airport

*Calendar of Events is updated monthly. To list events in subsequent newsletters contact
Thomas L Voss - 15203 Short Lane Dr - Marathon, WI 54448
tvoss@pcpros.net*

Buy Trade Sell



(Tom's Hi-Wing Scratch built & highly modified from HiMax plans. Certified 06. 1700 vw hand start. Steel Landing Gear, Big Wheels & Brakes N248TS \$6,700. Tom Severson 920-982-2203

(Chinook WT II,

single place, enclosed cockpit \$1,500 Connie Balis Deerbrook. 715-627-7438

(2000 Challenger II Two seat, long wing, Rotax 582, 64 HP, dual carb, dual ignition engine w/ electric start. Remote cockpit choke and radiator control, airframe 125 hours, engine 15 hours, always h a n g a r e d i n Wautoma. Many

extras. Inspected/ Certified Experimental \$24,000 obo John Reis Hartford, WI 262-673-2636 262-224-2636.

(2001 Slipstream-Revelation Certified E-LSA N7500X 204.4 Hrs TTSN Always Hangared 100HP Rotax 912ULS uses 3.9 GPH auto fuel from 23 Gal tanks at Cruise Vertex Radio Air-Map 1000 600#

Buy Trade Sell cont...

(Continued from page 6)

- Load Capacity Hands on Fun to Fly Asking \$28,500.00 Bret Taplin 715-341-4093
- (KR2 30% built, on gear less engine and instruments. Paul Prime Mills, WY 307-235-3549
- (Rotax 582 "bluehead" Ebox, Radiator, Oil Inj, Throttle & Choke Cables, Engine Mount Plate, Assembled, New, 0 hours. Michael Cole 715-423-0348 or 715-423-1128
- (Rotax 503 Dual Carbs, CDI Dual Ign Oil Mix, Muffler & Throttle Cables. 320 hours rebuilt at 280 hours. \$2,000 Helmut Jungerman 715-873-4667 after 7:00 pm
- (Challenger Reduction Driver & Dash with Gauges, Dual CHT, Dual EGT, Altimeter, Air Speed Indicator, Hour Meter & Dual Ign Lock. Helmut Jungerman 715-873-4667 after 7.00 pm (
- (CGS Hawk Arrow II, N46229 HKS 700E, 3 Blade Power Fin Prop, 20Hrs TT, Tricycle Gear, Hangared at Rusk Co. Airport. Earl Cinatl 715-532-7242
- (Chinook WT II, single place, enclosed cockpit \$1,500 Connie Balis Deerbrook. 715-627-7438
- (2000 Challenger II Two seat, long wing, Rotax 582, 64 HP, dual carb, dual ignition engine w/ electric start. Remote cockpit choke and radiator control, airframe 125 hours, engine 15 hours, always hangared in Wautoma. Many extras. Inspected/ Certified Experimental \$24,000 obo John Reis Hartford, WI 262-673-2636 262-224-2636.
- (2001 Slipstream-Revelation Certified E-LSA N7500X 204.4 Hrs TTSN Always Hangared 100HP Rotax 912ULS uses 3.9 GPH auto fuel from 23 Gal tanks at Cruise Vertex Radio Air-Map 1000 600# Load Capacity Hands on Fun to Fly Asking \$28,500.00 Bret Taplin 715-341-4093



- (Challenger II Special N4253G built 4-96 by Don Cooke. Full 2 place enclosed cockpit with full electric system, lights, starter, intercom, GPS, transceiver, excellent maintenance. Rotax 503 UL DCDI. Tennessee 54x37

From the NCWLF Archives cont...

(Continued from page 6)

esting was a twin engine Aero Commander piloted by a fellow named Jim from the Appleton area. Apparently he flies in on most weekends for a quick get away. He also gives weekend rides for local campers. What a sight watching him fly in and out of a grass strip 2200' long with tress on both ends. He does a great job of piloting. I would like to thank Jim for inviting all of the ultralights to his campsite for a send off luncheon on Sunday with fresh roasted corn on the cob and other fine dishes. It just added more family type fellowship to the weekend.

Our flight home on Sunday was completely flawless, we even had a brisk tailwind making it a quick hop to our home ports. It was a super weekend experience and I am looking forward to next years State Wide Fly-In.

Steve Krueger

Buy Trade Sell cont...

(Continued from page 7)

- prop. 321.0 tt. Last annual 12-01-06. Last engine inspection at 155 hours. Asking \$10,000 obo - delivered or less with pick-up at Cincinnati, Blue Ash (ISZ). Pictures and further information Harris True 513-891-8752 htrue@one.net
- (1983 Quicksilver MX Rotax 377, rudder pedal conversion. Great shape, good flyer, always hangared. \$3,000 Jim Ruff 715-879-5553
- (Challenger single place complete rebuilt 503. Many extras. Low time airplane. Always hangared. Currently in Merrill. \$9,000 o b o Gary Waldvogel 715-627-7771.
- (R a n s S - 1 8 Amphibian. 15 hours. Pneumatic retract system, fiberglass floats, 2 seat tandem. \$15,000.00 without engine. \$30,000.00 with a 912S engine. Wautoma. Martin Goochmac2@aol.com
- (Kolb Twinstar with 532 Rotax. Wings recovered 2 years ago. Bright yellow color. Always hangared and well maintained. Fly as single ultralight or sport aircraft two place. \$12,000 obo. John 715-843-5580
- (New Rotax 582 engine, 0-time on engine (not blue head) dual carbs, CDI oil injection, electric start, 3.1 c-box exhaust, GSC 3 blade wood prop w/ spinner. Throttle and choke cables. Engine mounting plate and Kitfox model 111 engine mount. K & N chrome air filter. Oil inj. bottle. \$6,000 obo. John 715-843-5580
- (Acro Sport biplane, needs engine and some instruments. Hangared at the Wausau Airport. \$5,500 Bill 842-7573.
- (Looking for a long ratio C or E box for Rotax 503 DCDI 2.88 or 3:1 Richard Penney 715 235-2190
- (Titan single place, custom paint, jump seat option. BRS 5 chute. Full instrumentation. Wheelen Strobes, Electric Flaps, Rotax 503 \$11,995 or \$8,995 W/O engine. Tim Hannagan 920-734-8682 photos@timhannagan

2007 Fall Fly-In

At Flying "O" Field

Presented by EAA chapters 243, 640, and UL 75
September 15th and 16th

Driving:

- a Terry and Judy Oestreich's Flying "O" Field
- a R3465 County Highway Q Ringle WI (715)-446-3751
- a From Wausau - East 10 miles on Highway 29, take the Village of Ringle HWY Q Exit and go North 3 miles on County Highway Q (east side of road)

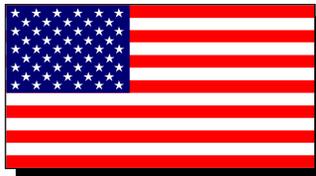
Flying:

- y Flying "O" field is ten miles East of Wausau (Green Bay sectional)
- y GPS Coordinates: N44.55.25 - W89.24.08
- y Non radio operations in effect, self announce on 122.9 if radio equipped
- y Elevation 1320 Runway 09/27 - (2400' x 70' grass) Left hand pattern. Ball Marked Power Lines on West End.

September 15 Activities:

- X Camping Available (No hook-ups)
- X 12:30 - Combined chapter meeting *Note Unusual Time*
- X 2:00 – Arbys Roast Beef Lunch will be sponsored EAA 243/640
- X 3:00 to 5:00 - Poker run for fun. Yeah lets go flying (details at the 12:30 meeting)
- X 7:00 - Chicken dinner sponsored by EAA Ultralight 75 (75ers bring dish to pass)
- X At dusk - Campfire (BYOB) fresh popped corn will be served. Live music by: JJ Smith, Jim Shnowske, and Mary Banser. Bring your Instrument and join in!!

September 16 Activities:



Other EAA Area Chapters

EAA UL 1 Milwaukee
Steve Magdic
262-820-9938
steve.magdic@1psg.com

EAA UL 41 Oshkosh
Tim Hannagan
920-734-8682
photos@timhannagan.com

EAA 243 Wausau
Joe Malsak
715-536-5266
joeand-jody@charter.net

EAA 640 Gleason
Harry Gladwin
715-453-8669
hnglad@newnorth.net

EAA 992 Marshfield
Dave LeVoy
715-676-2282
(No e-mail)