



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

Editors Notes by Bill Markstrum

I'm grateful for this time to sit down and have nothing heavier to lift than my pen. Yesterday was Labor Day, and, indeed it was labor intensive around here. This year I am determined to get the necessary outdoor work done before the Wisconsin winter descends on us, and thus avoid my usual "Fall Panic".

Summer seems to have flown past with the speed of sound and in less than two weeks we'll gather at Jim Shnowske's JAKS field for the

gathering of eagles from all three local chapters, UL 75, 243, and 640. This is always a looked-forward-to event with lots of hangar flying, food and great entertainment from the professionals, Jim Shnowske and J.J. Smith, with other talented members of our chapters contributing as well. My attendance is dependent on the weather in that we've planned a major concrete pour on our north property on the 9th. If it rains, the alternate date is the 16th. I hope I have the pleasure of seeing you all on the 16th. to share the fun and Coyote howls.

It was only this morning that I noticed a magnetic message that my wife had put on the refrigerator. It seemed to fit my present situation perfectly. In this hectic, pressured life, I'm

sure many of you shall share this sentiment:

"God put me on this earth to accomplish a certain number of things. I'm so far behind I'll never die."

My good friend, Ron Detert and I had the pleasure of attending the Wisconsin State Ultralight Fly-In at the Wild Rose Airport on August 18th. What a neat place! Two grass runways and several modest, privately

God put me on this earth to accomplish a certain number of things. I'm so far behind I'll never die

owned hangars. We envy the local fliers and builders their access to such a laid-back, fun airfield. Even the sign at the entrance is neat, a Continental radial engine with prop above the routed-letter pine board sign announcing Wild Rose, Idlewild Airport. Enjoy, Brett Wilke, Don Mahn and others from Wild Rose, you've got it made!

While Ron video recorded the spirited competition flying, bomb drop,torpedo run and spot landing, I visited with the non-flying attendees, mostly women, (just my style) While the prevailing winds were not strong, the trees bordering the active runway created a fair amount of turbulence on the low level torpedo runs. We on the sidelines held our breathes a few times when

pilots were too focused on the torpedo release and not on the low and slow attitude of their aircraft. I could almost hear Frank Beagle admonishing them to AFTA, "Always fly the airplane"

Following the Competition we enjoyed a nice lunch in one of the sturdy hangars and had a chance to rub elbows with members of our own and the other chapters. These are people we might see at the Safety Seminar each year but only get to know through functions like the

Wild Rose Fly In. For instance, a gentleman from our chapter whom I only knew from phone conversations several years ago, made his presence known. I was delighted to finally meet Gordon Krunnfusz from Baraboo. Several years ago, Gordon was forced to give up flying for medical reasons. He sent me a picture and info on his beautiful Kolb, and I placed an add in our Buy, Trade, Sell column for him. The plane and the price were very tempting to me and when I heard the final story from Gordon I wished that I had followed through. The gentleman who purchased it from Gordon flew it for exactly twenty seconds before crashing! How sad when people think they are

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September 2006

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Greatest Lies in Aviation

#8 I'm a member of the mile high club.

OFFICERS 06/07 NCWLF

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NCWLF Treasurer Report August 2006

Balance Fwd	\$ 1,592.38		
Checking Deposits		Savings Balance	<u>\$507.94</u>
Dues	34.00		
Donations	81.00		
Total Deposits	<u>\$ 115.00</u>		
Checking Payments			
Postage	16.38		
Total Payments	<u>\$ 16.38</u>		
Checking Balance	<u>\$1,691.00</u>		

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.

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:

*Thomas L. Voss
15203 Short Lane Marathon, WI 54448
tvoss@pcpros.net*

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

Change of address and membership inquiries should be directed to:

Steve Norris (715) 675-2876

Comments, questions, suggestions, etc... can be sent to tvoss@pcpros.net

Editors Notes cont...

(Continued from page 1)

like wild birds that can just jump out of the nest and fly.

It was a pleasure meeting Gordon in person at last. He also brought along two helmets for sale. We are currently evaluating them to set a price. This week I received another package from Gordon which contained several booklets on the care and feeding of several Rotax engines, the 377, 447, and 503. Also enclosed were two ultralight flying instruction manuals. Thank you Gordon, we'll put them in our chapter library. Too bad your Kolb buyer didn't read them.

Following the lunch, Steve Krueger did his chapter presidents thing and conducted an informative meeting. There was much discussion on both the Sport Pilot category and part 103 Ultralights. It was generally agreed that the Ultralight movement needs an adrenaline shot to help those who by financial or medical necessity, can only fly ultralights. Ron Detert and I had secretly planned a "laugh Getter" and when the discussion turned to "fat ultralights", I made my move, explaining that in being a consultant on Ron's Mini-Max project, for budgetary and weight considerations, we had given up on using a Rotax 277 on his plane. Our new plan was to use this power unit.

With that, I pulled from a box, a varnished 24" diameter prop (from a WW-II target drone) complete with a hook in the hub and a

wide, six foot loop of rubber band. We're definitely Ultralight but also Ultra-Underpowered!

At the end of the meeting Steve announced the results of the flying competition and our chapter wins the 2006 brass plate again. Now if we can just find the Flight Log to attach it to! Yes, it was stolen again by those rascal, sore losers. Next year we'll post an armed guard.

Two other notable things happened on that Wild (Rose) adventure. I got to meet the lovely and charming secretary of Ultralight chapter 41, Sally Lamers. She has since sent me a copy of their newsletter along with a pleasant note. I haven't forgotten my promise to send you some poems, Sally. It was truly a pleasure meeting you.

The other enjoyable happening before Ron and I left to return home was to follow Don Mahn to his lovely home in the pines not far from the Wild Rose airport. He is completing a project started by someone else, a Pietenpol, which he will power with a Corvair engine. The wings are fabricated and hanging on the wall of his heated workshop, while the fuselage is already on the gear framing and awaiting seats, instruments and other details. Judging from the attention to detail and the workmanship we saw, I will gladly accept a ride in the front cockpit, if I can get my long wheelbase folded into it. Fine "show and tell", Don. Keep up the good work.

When I'm not quite so pressured with projects, I join my friends in the morning for coffee and donuts at the Wausau Airport FBO. We call ourselves The Old F --- s Club. You figure it out, the word isn't "Flyers"),. Jerry Feldbrugge, a member of our exclusive club, has an extensive collection of old Aviation History magazines. Every now and then, he brings a couple of them to our meetings. We're free to read them and then pass them on to John Chmiel for the Airport library. The one I intercepted the other day had an article entitled "Clyde Cessna, and the Birth of a Legend". It made for interesting reading, to say the least. Like our own Wausau legend, John Schwister, Clyde built his first plane in 1911 and many others to follow. One peculiarity with Clyde was that he would consistently cross the rudder cables so that it required pressure on the right rudder pedal to turn left. He would also modify other aircraft he flew. One day Walter Beech borrowed a so-modified Travel Air biplane from Clyde and only discovered the cross-control feature after he was airborne. History tells us he had a few choice words for Clyde when he landed. Gee, what's the problem? My old Flexible Flyer sled worked the same way.

Hope to see you at JAKS field, until then, stay healthy and airborne.

Bill Markstrum

Next NCWLF Meeting September 16

Our next Chapter meeting is on Saturday September 16 at the fall fly in. See full page flyer for details. Hope to see you there.

New Pilots

Congratulations to these new Sport Pilots.

Russ Post—Wausau

Greg Stevenson—Irma

Congratulations to new UL Pilot Cory Krasselt



Change to the AIM

It is official. It's always disturbing to hear wrong phraseology at non-towered airports. Especially the phrase "any traffic in the area please advise". What about airplanes with no radio, or an airplane whose radio is set incorrectly by mistake. You get the impression that the pilot requesting everyone to advise assumes that there is no traffic. Scary! Somehow the unfortunate saying got started and spread like wild fire. Well, it is now published in the AIM 4-1-9 (g)(1) that it is not a recognized self announce position and should not be used in any circumstances. As pilots we need to educate ourselves and fellow pilots we come in contact with to eliminate this distracting phraseology from the Unicom frequency.

Steve Krueger

2006 Musky Day Fly-In

We had another great fly-in at the Boulder Junction airport. Despite threatening weather we had 51 planes registered and 1 non-registered.

Many came in on Saturday and some left early Sunday morning because of the forecasted severe thunderstorm which failed to materialize. I know that forecast scared many others

from making the flight to Boulder Junction.

We set up the registration tent on Saturday since we had so many planes already there. The gals at the tent did a terrific job as this year we used ID tags for those who flew in and also for volunteers and guests of the town. The ID tags were used for the free meal and the free transportation to the Musky Day events in town. It really worked well this year.

Tom Browns cabin Waco was the earliest to arrive and the earliest to leave Sunday morning. That must be the reason he didn't register. I will have to get a famous Musky Day Fly-in cap for him.

Merrill and Madonna came in early Saturday and camped by their pretty cub. They also left early Sunday after I scared them with the thunderstorm report.

We had a nice contingent of campers. We did miss this

year the two Aercoupes which always camp out. In one case engine problems.

And then what a treat for me. For many years I have been

and lakes enroute from Wausau.

Of course the hit of the day is Ron Carlson's Beaver on Amphib floats. It is just great to hear that big radial engine. Ron indicated he was going to wear the Musky Day Fly-in cap when he goes up to the arctic circle.

We had a nice group of float planes again this year. The Butlers and Charles Hauser brought their immaculate

Super Cubs and even had a Cessna 120 on floats come in on Saturday.

The food serving went without a hitch this year. We had some great volunteers who took care of that. The food tent was full and busy. Thanks to the Wausau boys who brought up the tent, set it up, and took it back to Wausau. Also thanks to Cal and his Holy Family Catholic Church for the use of the tables and chairs. Without them it would be a stand up meal. And finally thanks to Steve Krueger for giving rides to all the people including volunteers, celebrity guests and those interested in maybe buying a Rans float plane. We had three very interested prospects. By the way Steve put on more than 8 hours of flying.

The fly-in was well run again this year. Last year I got a little emotional about

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2006 Musky Day Fly-In cont...

(Continued from page 4)

people camping who more or less just drove up for the chicken dinner and I offended some people. For that I apologize. We really do not have a lot of camping room and the area is not authorized for camping. I do have an agreement with the town that for the Musky Day Fly-in event we can have limited camping for volunteers and pilots flying in.

Some of you know I appreciate thanks but it is not necessary. However this year I got the best thank you possible. Some who were leaving came up to say that the Musky Day Fly-in is the



best in the State and maybe the country and if they had to chose between Oshkosh and BJ they would come to BJ. Wow!!!! All you guys and gals that volunteer, those

thanks are for you not me. You do all the work. Many many thanks, thanks.
PAYZER

NCWLF Calendar of Events

September 10, 2006 Merrill Airport Day

Merrill Airport 9am - 5pm. Food all day.

September 16, 2006 EAA UL 75 and EAA 640, 243 Fall Fly In

Mosinee, Wi Jim Shnowskes Jaks Field

September 16, 2006 Chapter 75 Meeting

Mosinee, Wi Jim Shnowskes Jaks Field

October 21, 2006 Chapter 75 Meeting

Location To Be Determined

November 11, 2006 Chapter 75 Meeting

Abbotsford, Wi

December 9, 2006 Chapter 75 Meeting & Christmas Party

Merrill Airport with 243,640

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

NCWLF August Meeting Minutes

Saturday, August 19 Wild Rose State UL Fly In

Meeting called to order at 8:00pm by Steve Krueger. Introductions of chapter members, special guests, and friends. Treasurer's and secretary's reports read and approved.

Old Business: President Steve thanked the many chapter members who pitched in and volunteered at EAA Airventure 2006.

New Business: A special thank you to the Wild Rose assoc for having the State UL fly in at their airport and for serving a great breakfast. Thank you to EAA chapter 41 for handling the great lunch. Thank you to EAA 75 for helping with the proficiency event and serving a great evening meal. The annual UL fly in event was a success. Looking forward to the event next year. Proficiency event results: The Flight Log (which is still missing): 1st place UL 75, 2nd place UL 41, 3rd place 1331 Individual scores: Bomb Drop:

NCWLF August Meeting Minutes

1st place Jim Shnowske, 2nd Place Paul Buss, 3rd place Steve Krueger Torpedo Run: 1st Place Brett Wilke, 2nd Place Steve Krueger, 3rd Place Dan Marlenga Spot Landing: 1st Place Jim Cote, 2nd Place Brett Wilke, 3rd Place John Reis

This years Top Gunner, Mr. Kit Fox- Jim Shnowske.

Next Meeting: Annual Fall fly In at Jim Shnowske Saturday Sept 16 1:30 PM

Meeting Adjourned at Camp fire with entertainment by JJ Smith

Submitted by Steve Krueger



Buy Trade Sell

- ✎ 2003 Challenger II Lw, completed Nov 2004. 20 hours Rotax 503 DCDI with electric start and oil injection. Leading edge wrap, fiberglass wing tips, struts and nosecone flaperones, Harrisons gear, brakes and legs, Bob Roberts throttle quadrants and oil injection package, Lowrance 1000 GPS, JHP 520 Nav-Com, Ameri-King AK450ELT, and the list goes on. \$16,000. Durand, Wi. Omar Dougherty. 715-672-8629. Obar@nelson-tel.net for photos.
- ✎ Challenger single place complete rebuilt 503. Many extras. Low time airplane. Always hangared. Currently in Merrill. \$11,500 Gary Waldvogel 715-627-7771.
- ✎ Quicksilver MXL 447 \$6,000 Steve Braker 715-564-2588 or 564-2633.
- ✎ Pterodactyl Ascender. True Part 103 Ultralight. 430 Cuyuna, Travel Seat W/ Pockets, Instruments, Strobe. Mint Condition, Always Hangered, Fabric Excellent. Flying Now. New Spare Prop, Asking \$4000.00. Pat Kenny 715-479-5036. Evenings, Flyer Home.
- ✎ Quicksilver MXL. Rotax 447. Always hangared. \$4,900. Sun Prairie. Dave Neuenschwander. 608 825-1491. 608 695-1491.
- ✎ Rans S-18 Amphibian. 15 hours. Pneumatic retract system, fiberglass floats, 2 seat tandem. \$15,000.00 without engine.
- ✎ \$30000.00 with a 912S engine. Wautoma. Martin Goochmac2@aol.com
- ✎ 2003 Quicksilver GT400, 19 hrs. Built in 2004. Fogged when put away. 503 DCDI, Oil Injection, 12 gal tank, Dual CHT gauge, Dual EGT, Fuel Gauge, Altimeter, Airspeed, Tach, BRS750 new May 2005, All material clear-coated. 3 Strobes, Brakes, Electric Start, Externally mounted radio antenna, Swivel tail wheel, Includes new GT500 windshield still in box. \$20,500 Bill & Jan Boeck 262-886-9828, 262-497-3953
- ✎ 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
- ✎ Looking for a reasonable 85 or 90 hp continental engine with all accessories. Harv Kinderman 715 358-9951 kayharv@newnorth.net
- ✎ Acro Sport biplane, needs engine and some instruments. Hangared at the Wausau Airport. \$8,500 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
- ✎ Challenger completed in 1997, Single Seat, 230 hrs AF&E, 503 Rotax with Carbon Fibre Warp-Drive Prop, Nickel-edge Dual CID Ignition, Icom A2Z Nav/com, Strobes, Garmin Handheld GPS Mounted, Cabin Heat off Exhaust, Plexiglas Doors, Skis, Extra prop and other stuff. Asking \$14,000.00 Ed Johnson 715-287-3263.
- ✎ 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
- ✎ Looking to trade a 26 ft GMC motorhome for a Cherokee 180, 160, 140 or a Cessna 172. Something to train in and build hours. Does anyone have 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@midmo.com
- ✎ 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 0/734-8682 Appleton



KRRL



Help us celebrate

Merrill Airport Day

Sunday, September 10th, 2006

from 7:00 am to 5:00 pm

Pancake Breakfast 7:00 am
Sandwiches & Drinks during the Day
Provided By the Lion's Club

**Merrill Municipal
Airport**

Come out and Enjoy...

- Dream Flight - The Children's Mission
- Children's Paper Airplane Competition
- Free Raffle for Twin Engine Airplane Ride
- Aviation Humor by The Crazy Czech Pilot
- Airplane Rides
- Ultralights
- Putt-Putt Display
- RC Aircraft Display
- Restored Military & BiWing Aircraft
- Free Breakfast for Pilots Flying In

**Introductory
Ultralight & Pilot
Flights Available**



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 River Valley Bank
 WDYD Christian Radio 100.9

Merrill Chamber of Commerce - For Visitor's Information call the Merrill Area Chamber of Commerce toll free at 877-907-2757 or visit www.merrillchamber.com



Merrill, WI KRRL
15 nm north of Wausau

No Admission Charge

EAA UL Chapter 75 and EAA chapters 640/243 present
2006 Annual Fall Fly-in

At JAKS Field Sept. 16-17 (Jim Shnowske's air strip)

Saturday September 16th

- 1:30 EAA chapter 75 meeting
- 2:30 lunch sponsored by ULchapter 75
- 7:00 dinner sponsored by UL chapter 75
- Bring a dish to share
- Join in the poker run to local airports/airstrips
- Campfire at dark

Sunday September 17th

- 8:30 pancake breakfast sponsored by UL chapter 75
- Ultralight flying

If you're driving

Exit HWY 51 at the Central Wisconsin Airport exit

Take HWY 153 EAST past the airport, in about 3 miles you will cross Hwy X, 1 mile past X turn RIGHT on PEPLIN Rd.

Go ¾ mile and turn Left on 16th Rd. JAKS Field is the second place on the RIGHT. Fire Number 2555.

If you are flying

JAKS Field is located inside CWA airspace, so there are two options:

1. **If you are comfortable talking to the tower**, contact them on 119.75 when **MORE** than five miles from CWA (they will be aware of the fly-in taking place) and let them know you are headed for JAKS Field (or the Kitfox field, or Jims field, they will know where you want to go.)
2. **If you don't want to talk to the tower**. We will have an entry and exit corridor going straight east from JAKS Field that will allow us to come and go without radio contact with the tower. You will need to **stay at 500'AGL (1700'MSL) or lower**, (similar to the way we operate at the Pioneer airport at OSH) We will be using 122.9 for operations at the Fly-in

1800 X 75 grass runway, trees approx. 150 yards off of each end, about 75 ' tall.

N44°46.401 W89°35.385

Camping available No hookups

For more info call: Jim Shnowske 715 693-4254 or Steve Krueger 715 536-8828

**After dark around the
campfire**

Music galore!

Do you play an instrument or
sing?

Bring your talents and
entertain us!

Remember a lawn chair, a blanket
and your favorite beverage.



Wisconsin Aviation Hall of Fame

FOR IMMEDIATE RELEASE...

Contact:
Rose Dorcey, President
Phone 715-421-0055 or 608-836-9840

Announcement of 2006 Induction Ceremony Details

MIDDLETON, WI. August 31, 2006 – The Wisconsin Aviation Hall of Fame will hold its annual induction banquet and ceremony on October 14. Six Wisconsin aviators will be honored for their accomplishments: Robert Clarke, Robert Skuldt, Elwyn West, Ralph and Robert Huggins and Captain Lance Sijan. The organization will also award two aviation scholarships totaling \$1500.

The inductees will be enshrined at a ceremony at the EAA Museum in Oshkosh. Plaques will be presented to the inductees and then permanently displayed in the Fergus Plaza at the museum. The public is invited.

Wisconsin Aviation Hall of Fame Induction Ceremony
Saturday, October 14, 2006
EAA AirVenture Museum, Eagle Hangar
5:00 – Social Hour and Silent Auction
6:00 – Dinner
7:00 – Ceremony begins

Tickets \$30 each
Pre-registered tables of eight available for \$250
Please register by September 30

Call Keith Glasshof for registration information:
715-832-6379

(Pre-registration highly recommended. A limited number of tickets will be available at the door.)

The Wisconsin Aviation Hall of Fame organized in 1985. Over 70 men and women who have made significant achievements to aviation in Wisconsin have been inducted. The goal of the organization is to collect and preserve the history of aviation in Wisconsin, recognize those who made that history, inform others of it, and promote aviation education to future generations.

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Wisconsin Aviation Hall of Fame

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