

EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

Air Venture 2000

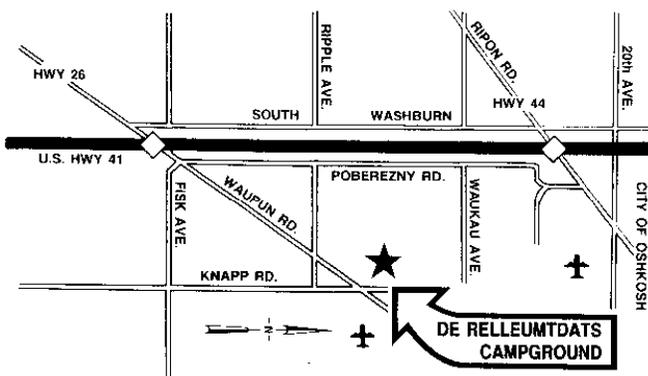
Oshkosh is almost here and it looks to be a great one as always. This year's theme is speed. I thought I would cover a few fun important items. If you plan on camping or just driving in for the day, our Chapter headquarters is located at De Relleumtdats campground, that's Ed Stadtmuellers spelled backwards. The simplest way is to come in on Waupun Road off of Hwy 41 [see map]. The

campground will usually find room. Look for our Chapter banner on one of the campers in the campground, we're usually at the N/E corner of the barn in the campground. This is on the south side of the convention at the ultralight area. Access is very easy thru the gate with minimum lines to purchase your flight line pass outside the UL barn. A special thank you to Harold Benisch for securing our area

again the weekend prior to Air Venture at DeRelleumtdats. Saturday night at 7:00 pm we will do a picnic at our campsite. Bring your own beverage. We'll pass the hat to cover the food furnished. Sunday night is the EAA ultralight party at the nature center area. Tickets for that event must be purchased in advance at the UL barn. EAA provides transportation to and from the nature center from the barn. It's a great time with plenty of food and live entertainment.

VOLUNTEERISM: There is a need for volunteers at Air Venture. You can sign up or inquire at the UL barn. It only takes a few hours to make a difference. It is a lot of fun and gratifying to know you were part of the world's largest fly-in. See you there!!

Steve Krueger



From New York With Love

It has been about 10 months since I started my search for an Amphibian airplane. Here is the run down on my quest. In Oct 99 Patty and I took a road trip to Orlando Fla. in search of a Progressive Aerodyne single seat Stingrey. The plane was in nice shape with one exception, the 582 two-stroke motor looked like it had sat in a salt bath. The owner refused to fly it and he refused to guarantee that the motor would run for the 4 hours it would have taken for

me to show enough confidence to buy it. Needless to say that deal went south. Patty and I searched the airplane rags and the internet for a replacement. I made about 20 calls to areas from New York to Fla. and all over. I took a trip to Willmar MN. to look at a Searey 2-place from Progressive Aerodyne. Not up to my standards which I realize is pretty high. This spring I had about 4 planes lined up to look at on my trip to Sun-n-fun. All the planes that were

reported to be in pristine shape were not. I did spend some time looking at another Stingrey in Fla. and decided to buy it. On the morning we were to sign the deal I got a call and the seller had backed out. When I got home I started to look at old contacts that I made, and a call to New York started what would end up being "The rest of the story." I caught a ride to Long Island New York with Jimmy Deltgen in the Aero Commander
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July 2000

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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:

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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:

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Comments, questions, suggestions, etc... can be sent to
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**NCWLF Treasurer Report
June 2000**



Balance Fwd		\$ 1,030.43
Deposits		
Dues	\$ 48.00	
Hats	\$ 10.00	
Shelley Patches	\$ 6.00	
Donations	\$ 4.00	
Flight Log Trophy	\$ 35.00	
Total		\$ 103.00
Disbursements		
Postage	\$ 29.72	
Flight Log Trophy	\$ 104.09	
Total		\$ 133.81
Ending Balance		999.62

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# _____

Membership Dues Schedule

- \$ 12 May
- \$ 9 August
- \$ 6 November
- \$ 3 February
- \$ 11 June
- \$ 8 September
- \$ 5 December
- \$ _____

Payment of dues affords me voting privileges, and a subscription to news updates.

From New York With Love

(Continued from page 1)

to look at N13311 which is a 2 seater Searey. After an annual inspection and a test flight it was back home to think things over. I communicated with Diane Novak by e-mail for about a month and we came to an agreement. On June 3rd Patty and I and Jody Herring jumped in the car to go get my plane. We arrived on Long Island by Sunday afternoon and stopped by Diane's game farm for a tour. After a look around it was out to the airport. I worked for several hours on the plane and then a test ride. I fell in love with this plane right from the start. On Monday Patty and Jody dropped me off at the Airport and went sight-seeing. I changed oil and air filters and washed the plane, ect. real fun stuff for us airplane lovers. I taxied the plane a lot to get the ground handling down, I later found out I didn't really know as much as I thought. Monday night it started raining and didn't stop until Wed mid morning. I departed about 11:30 am with Wis-

consin in my sights.

I flew against a slight headwind on my first day and the plane flew without any hitches. On my first unassisted landing things went pretty well as I had lots of wind to deal with. I looked for airports with runways right into the wind. "Dean Turners suggestion" and it was a good one! I ended up making 500 miles on my first day with everything going good except the takeoffs and landings.

Day 2 and I expected to get home today. Guess again as I had 40 mph headwinds at every altitude that I tried. I flew 4 hrs and made only 150 miles as the gusts were pretty bad. The decision to park until late afternoon was made and the call to my ground support found them about 50 miles further than I was. Patty and Jody turned around and spent the day waiting for me to make my next move. At 5:30 pm it was wheels up for the next leg. I was surprised to see that the wind had let up and now we had only 15 mph headwind and off to Joliet we went. Another 3 hrs and 160 miles later I was in

the Chicago land area. Well a few phone calls later and the gang in Wausau knew tomorrow would mark the arrival of another plane to AUW.

Day 3 turned out to be beautiful and off toward Wausau I went. Dean met me at Juneau at 8:30 and at 9:00 it was homebound. Russ Post met us in the air around Stevens Pts and flew in with us. We landed at around 11 to the cheers of many of the club members. I was real glad to be home after 17 hrs and 1060 miles of flying against headwinds all the way. I now have 40 hrs in the plane with quite a few landings and 19 water landings. The water landings are usually bouncy and scary but practice should prove to increase my proficiency. I hope to get some training from the factory pilot around Oshkosh week. Stop by anytime to see my new baby and I will give you a ride if the weather permits.

Happy Hydroavation,
Dan

First Solo

Congratulations go to our newest pilot J.J. Smith. Jerry successfully performed his solo flight on Monday July, 3rd. Way to go J.J.!



Editors Notes

Greetings fellow ultranauts! The sun has reached its apex in this part of the world and, it seems, so have the ultralight activities. June has been a month to remember. Earlier this month several chapter members were on hand at the Wausau airport to welcome home Dan Marlenga and his newly acquired Sea Rey amphibian. Russ Post and Dean Turner flew out a few miles to meet him and lead him home. We enjoyed the three-plane flyover as Dan returned from Long Island, NY with his pride and joy. Dan has himself one beautiful airplane and along



with Dean's, will be one of three Sea Reys in our chapter when Bob Payzer brings his new one back from Cincinnati. Dan seems happy with his new wings and is anxious to gain proficiency on

the water. The sound is nothing we're used to either with the Rotax 912 four-cycle water cooled engine, low key and pleasant. We wish you many years of enjoyment with your *waterfowls*, Dan, Dean and Bob. May I be so bold as to suggest a name for your new bird, Dan? How about *Sea Shelley*.

On Fathers Day weekend a large contingent from our chapter descended on the Pioneer airport, Oshkosh closely followed by the ground support vehicles. Everyone was fired up for the annual

(Continued on page 4)

Greetings

Greetings; My Name is Pat Kennedy, (Yeah, I know, I'm the ED in Pat Kenny). I had met Pat, and Steve Krueger at Pioneer Days 1999. (Sorry I missed this years fun.) At that time I owned a Quicksilver Weight Shift, and Pat had taken me under his wing, and told me about an MX that someone had in Pardyville. Well I ended up buying the MX, and a huge THANKS to Steve Krueger, for the introductory flight. It is a result of that flight that I am a USUA-Student, and still in training. Enough history, I came across your Newsletter during my annual cleaning of the magazine rack, located next to where I do my Armchair Flying. Read that as the T.V. room.

Well anyway, I just wanted to say HI ! So, HI ! And many thanks to all, in Chapter 75, and I hope to see you at Oshkosh. Regards, Pat Kennedy e-mail: pgkenn@athenet.net

Editors Notes

(Continued from page 3)
competition event especially since we were competing for the new Flight Log trophy. Our guys worked hard and individually walked away with several trophies in the three events. However the cumulative scores favored UL Chapter One and they deservatively have the plaque and bragging rights for the year. Steve Magdic was one happy *Squadron Leader* as he held the plaque high. Wait till next year guys!

We hate to imply that the Chapter One fliers were gung-ho but one of their torpedo men made a Kamikaze attack on the battleship *Porkchop* and destroyed it in one fell swoop! Make that one low swoop! We managed to salvage the battered hulk in time to finish the competition, however.

See Dan Marlenga's list of the final competition results elsewhere in this newsletter.

The weather was perfect for that entire weekend and Saturday ended with a tasty meal, the awards ceremony and many demo flights just at sunset. Thanks to all who were so generous with their time and aircraft on that beautiful evening.

We then adjourned to the EAA bunkhouse for our monthly meeting, complete with popcorn, pork chops and much singing and laughter. We really enjoyed the talent of JJ Smith, his guitar and singing. JJ is one of our newest members and filers. We look forward to hearing you again at Mark and Tom's in the autumn, JJ.

Among the sun-burned attendees that evening were guests from Chapter One, Frank Beagle, and Mary Jones, Editor of EAA's *Experimenter* magazine. Mary seemed to enjoy the refreshments and camaraderie after her long day on the flight line with camera and notepad. After hearing all of us sing the *Ultralight Anthem* she suggested we sing it on Sunday at the Fergus Chapel service, which we did. Church will never be the same! Next year I had better compose a more suitable ultralight hymn, lest we be barred from the Chapel.

Incidentally, our faithful Videographer, Ron Detert shot a lot of footage on Pioneer weekend including combat highlights of the sinking of battleship *Porkchop* and our Seventy-Five Chorus in its singing debut at the Fergus Chapel. Watch for the final edited tape at a future meeting. Thank you for your expertise, *Cecil B. Detert*.

Remember the song we used to hear several years back, *I get high with a little help from my friends ...?* While the words may have alluded to a different kind of high, I like to think it could apply to many of us, who, for one reason or another, are temporarily without our own aircraft to fly. Our more fortunate flying friends often generously offer to share a flight with us. Such was the case on Pioneer weekend and again for me last evening when Dan Marlenga offered me the right seat in his Sea Rey for a flight to Shawano for supper. In loose formation with Russ Post and Steve Krueger, it was a flight

I will long remember; the lush green fields of Wisconsin on a summer evening, the thrill of flying a fine aircraft and the airborne chatter of friends all experiencing that special high of flight. Thanks to friends like that we can all enjoy that high.

It so happens that I am writing my copy early so that I can catch a flight to Hawaii on July 1st. Except that I will be sharing the flight with my family, it will be like those long overseas flights of my business-world past. I expect to enjoy the sights of that Island Paradise and the historic site of Pearl Harbor but the flight can't compare to last evenings adventure. Thanks Dan!

While many of my comments center around the Wausau airport and chapter members that fly from there I would dearly love to hear from all of you in outlying areas. You don't have to be a great writer, just a sketchy outline will do or a phone call. Tell us about your adventures or project and we'll take it from there. That's what editors are for. (I got a 100% pay raise along with the chapter officers so put me to work. \$0x0=\$0)

In closing I'll offer this quotation I found in a recent *Flying Models* magazine. Its from the writings of Alexander Woolcott and may apply to many of us.

"Many of us spend half our time wishing for things we could have if we didn't spend half our time wishing".

Bill Markstrum

Chapter 75 Competition Results

Dear fellow Porkchoppers, Results from the competition event during the May meeting at John Verfuert's are lost or misplaced. Sorry to all who deserve the recognition for the great flying they did. Also thanks to all the chapter members who helped to put this event on.

Now for a report on the Pioneer Day event in Oshkosh on June 17th 2000.

The biggest group to fly in was Chapter 75 with a total of 23 light planes. The total attendance was a record this year with 49 planes flying in for the annual event. Not bad for this event and its by invitation only. We had great weather for flying and it showed in really good scores during the competition event. There were 22 competitors in the Pioneer 2000 competition. 11 were entered from Chapter 75, 7 entered from Chapter 1, and 4 competitors from Chapter 41.

The results are as follows:

Torpedo Run

1st place - Steve Krueger with 280 pts. (75)

2nd place - Steve Magdk with 280 pts. (1)

3rd place - Helmut Jungermann with 260 pts. (75)

Bomb Drop

1st place - Tom Boos with 300 pts. (1)

2nd place - Steve Krueger with 250 pts. (75)

3rd place - Helmut Jungermann with 250 pts. (75)

Spot Landing

1st place - Harold Benisch with 275 pts. (1)

2nd place - Steve Krueger with 250 pts. (75)

3rd place - Brett Wilke with 250 pts. (41)

Now for the results of the traveling trophy called the "Flight Log" The traveling trophy was an idea brought to realization by the hard work of Bill Markstrum of Chapter 75. I know that the 3 Chapters involved all chipped in to pay for the trophy. Chapter 75 set up the rules, and here they are: Every members score

from each Chapter counts toward the total for the Chapter. The total score is then divided by the number of participants and the average score is used to determine the winner of the Flight Log.

Flight Log

1st place went to Chapter 1 with an average score of 529. (7 competitors)

2nd place went to Chapter 75 with an average score of 507. (11 competitors)

3rd place went to Chapter 41 with an average score of 345. (4 competitors)

Congratulations to Chapter 1 for the win.

I would like to thank all the people from our Chapter who helped to make the event such a success. With the enthusiasm we have in Chapter 75 anything is possible!

Thanks to all the others that helped and to EAA and Timm Bogenhagen for giving us the chance to show the flying community the best of Ultralights.

Happy Flying.
Dan

Lets Go Flying!

Tuesday Night Is Fly Night. Our chapter is organizing fly-outs in the local area. If you have an idea on where to fly or would like to organize a Tuesday evening contact Steve Krueger at (715) 536-8828 or Dan Marlenga at (715)359-7377. Rain date will be Wednesday Nights



Get NCWLF Newsletters On-Line

In an effort to reduce the cost and time of NCWLF monthly news letter, we are soliciting anyone that has an e-mail address to sign-up to retrieve it from our website. Here's the scoop, all you need to do is visit <http://www.pcpros.net/~tvoss/> and bookmark it or add it to your favorites. Tom

Voss will send you an e-mail when the latest edition is available and ready for viewing. You can even print your own copy.

We encourage everyone that has e-mail to use this. It will save the time of preparation, materials and save an estimated 1/3 to 1/2 of our post-

age costs. Please respond to me as SOON AS POSSIBLE! If anyone has any questions, or needs assistance in reaching our Website, please feel free to e-mail me or call me at (715) 842-4286.

For past and current Newsletters visit <http://www.pcpros.net/~tvoss/>

Whooping crane preparations begin

NECEDAH—The U.S. Fish and Wildlife Service will receive a special shipment of juvenile sandhill cranes Friday for raising at Necedah Wildlife Area.

In a test for similar tactics on endangered whooping crane chicks, the sandhill cranes will be reared by humans in crane decoy costume.

When it comes time to migrate south, the fledglings will be led by an ultralight aircraft.

This is all being done in the hopes that whooping crane numbers can be increased to the point where natural survival of the species is ensured.

The sandhill cranes were hatched from eggs collected in Wisconsin and reared in isolation from human contact. Efforts are being made to keep the young birds from becoming dependent on humans or from bonding with humans.

If the sandhill strategy works, trumpeter swan young could be reared at Necedah in following years. The refuge has been selected as a trumpeter raring site.

Reprinted from

6/29/2000 Daily Herald.

NCWLF Calendar of Events

July 11, Turner Field

Bomb drop and spot landing. Bon fire at 6 p.m. sharp. Dean Turner 715-453-4197

July 15, 2000 NCWLF Monthly Meeting

Paul and Sue Buss's Air Strip 715-253-2490

July 15, 2000 IFR/VFR Seminar

Volk Field. Camp Douglas. John Dorcey 608-267-2142

July 22, 2000 40's Wing Ding 2000

Wausau Downtown Airport. Wausau. John Chmiel 715-845-3400

July 23, 2000 EAA Chapter 992 Fly-In & Pancake Breakfast

Marshfield Municipal Airport. Marshfield. Noreen Moen 715-387-6417

July 26 - August 1, 2000 EAA AirVenture Oshkosh

Details to follow

August 6, 2000 Merrill Airport Day

Merrill Municipal Airport. Merrill. Beverly Cornelius 715-536-2842

August 13, Boulder Junction Musky Day Land & Sea Flying

Boulder Junction Airport. Boulder Junction. Bob Payzer 715-385-2979

August 19, Lake of the Woods State UL Fly-In

Wautoma, WI. Also NCWLF Monthly Meeting

September 16 - 17, 2000 5th Annual Blume Voss Fall Fly / Camp-Out

Little Chicago, WI. Also NCWLF Monthly Meeting. Rain Date September 23 - 24.

September 17, 2000 North Central Airman's Annual Fly-In/Drive-In Pancake Breakfast

Taylor County Airport. Medford. Ryan O'Dell 715-678-2152

October 1, 2000 Central County Flyers Annual Fall Colors Fly-In

Central County Airport. Iola. Dennis Kubczak 920-244-7850

October 7, 2000 Fall Colors Fly-In Breakfast

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

October 14, 2000 Dick Lees Polish Luau

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

November 11, 2000 NCWLF Monthly Meeting

Location to be determined

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



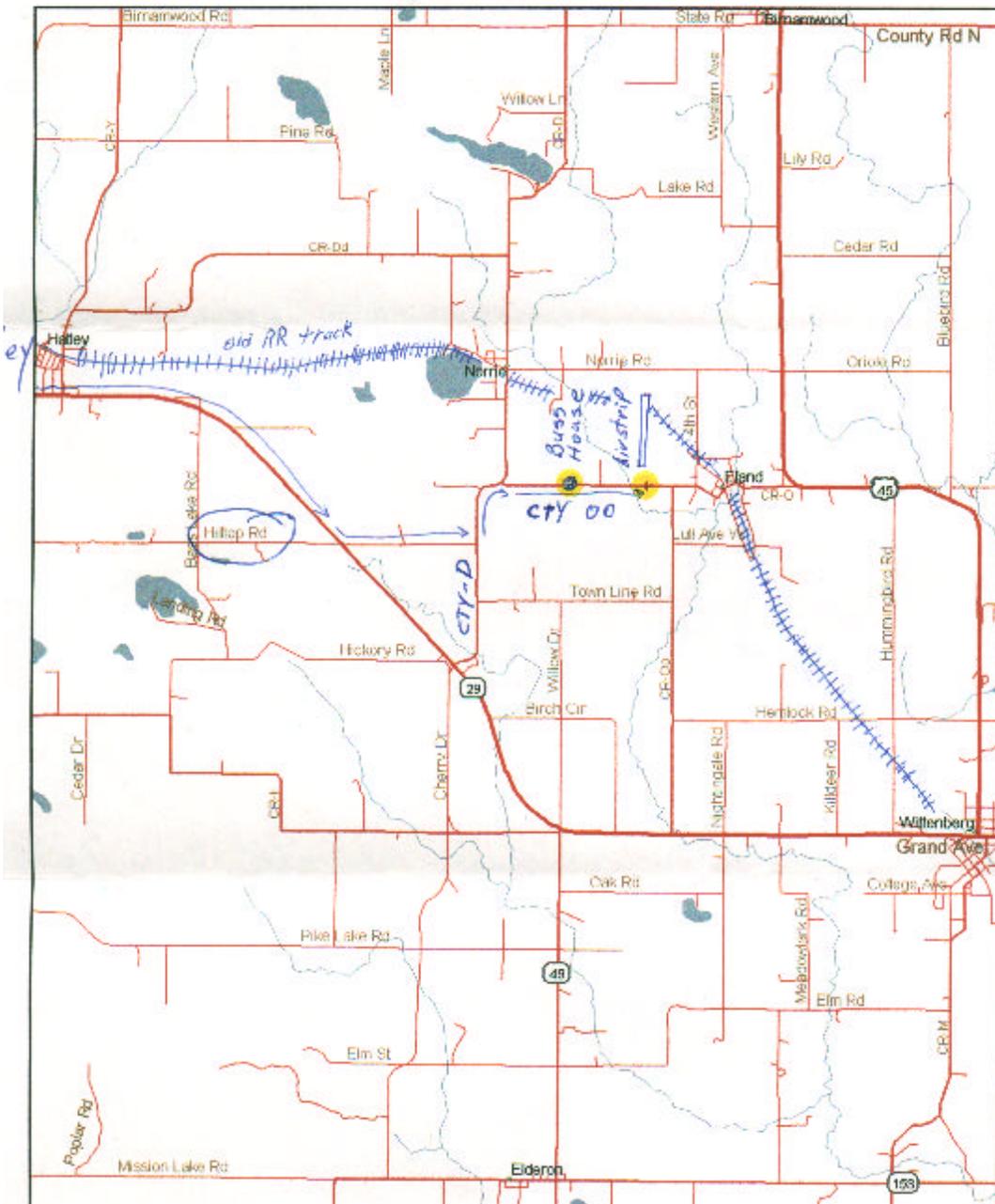
Next NCWLF Meeting

The next Chapter 75 meeting will be Saturday July 15th at Paul and Sue Buss's air strip, Eland WI. It will be a picnic potluck beginning at 11:30 am. Grills will be provided for cooking. We will pool the brats and burgers for grilling and eat at noon. If you desire, a dish to pass would also be fine. Please BYOLC [bring your own lawn chair] and enjoy the day!!

See map for directions or call Paul or Sue Buss at 715 253-2490.

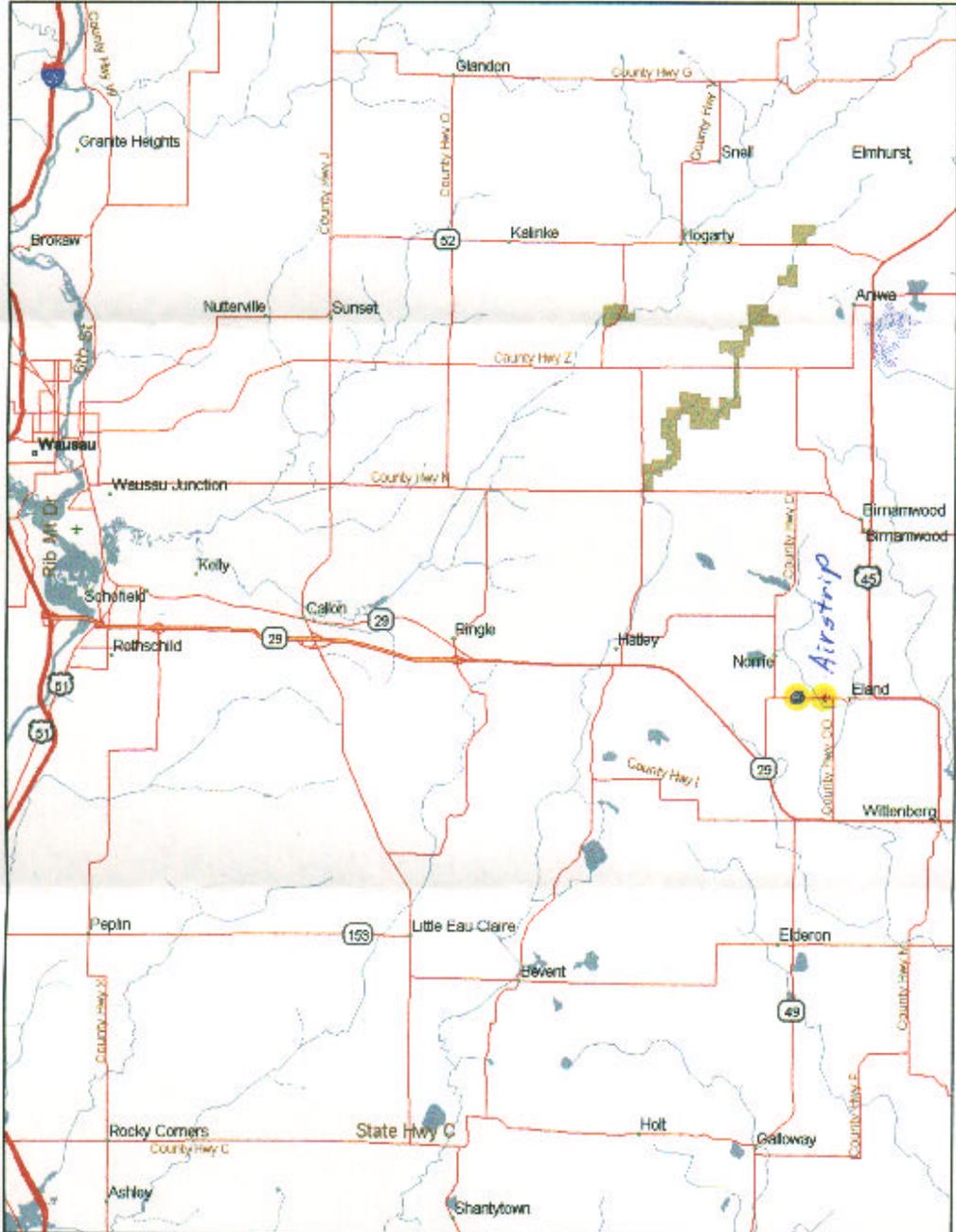
*Paul Buss
1-715-253-2490*

Norrie Brook Airstrip *44°52'25"N 89°13'50"*



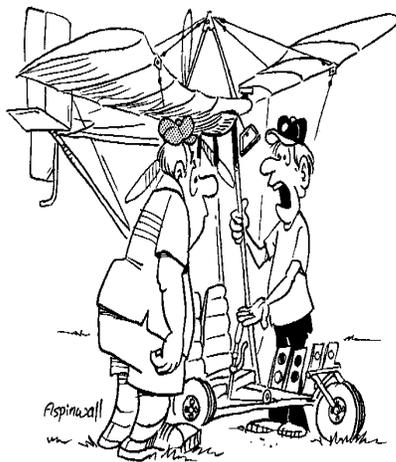


Norrie Brook Airstrip



Buy • Trade • Sell • Wanted

- ✈️ Garmin GPS Model 92. America's Database. Full airport directories, moving maps and remote antenna. Still in box w/ manual . 2 months old, never used. \$500 value, asking \$350 obo. Dean Turner 715/453-4197 scharkee@newnorth.net (7/00)
- ✈️ 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)
- ✈️ Sky Pup Parts: Two new heavy duty wheels and tires, built up tail feathers and center section spar. A good start on a well designed ultralight. \$50. Bill Markstrum 715/845-8673
- ✈️ 83 Rotec Rally Sport 503. Airspeed, cylinder head temp, tach, alt, good sails. First \$2,000. Ken Bennetts 715/623-4512.
- ✈️ Mini-Max 1100R with enclosure and turtle deck. Rotax 503 DCDI, complete electrical with whelen strobes, landing light, cockpit lights, electric start and brakes. Dual tanks, electric trim, lots of storage and expertly built. \$6,500 obo. Dan Marlenga 715/359-7377, cell 715/573-8331.
- ✈️ Raw materials kit for Teenie-Two all aluminum
- ✈️ air craft. Plans and video included. \$ 2,500 obo. Wilber Schuster 715/355-1175 Rothschild, WI
- ✈️ 3 Blade 72" Warp Drive prop. with high performance hub. \$500. Can be sold separate. Call 715/359-7377 or 715/842-4286
- ✈️ 3 Blade 68" high pitch Ivo Prop with in flight adjustable hub. \$500. Can be sold separate. Call 715/359-7377 or 715/842-4286.
- ✈️ 1983 Teratorm Tierra I. 503 Rotax tach altimeter. Pilot enclosure. All instruments. Electronic fuel system. Too much to tell here. \$6,750.00 Hilary Omernik 715/693-3231



We prefer to call it a two-seater ...
not a double-wide.

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