



August

**Lite Flyers**  
**EAA Ultralight Chapter 75**

1999

## At the Worst Moment

An engine out can be a pilot's biggest fear, take off being the time we are most vulnerable. Think about this! When we are taking off the airplane is climbing to gain altitude (Best Rate Vy). The pilot feels comfortable with elevator and rudder authority due to the prop blast of the engine at full power. At 100 ft agl if your engine quits the airplane immediately develops a sink. Pilot reduces pitch attitude to initiate a glide. Stick Full Forward Now! The airplane starts a glide, however, remember we now have lost that 100 feet in our initial sink. The pilot pulls the stick fully aft to round out and flare to land, but little airspeed has accumulated and so very little elevator is left. Hopefully enough left to land the plane safely.

So what can you do to help prepare for such a situation.

1. Climb out shallower with extra airspeed until you reach a safe altitude for recovery. I recommend a minimum of 200 feet for a Quicksilver.
2. Be prepared to push the Stick FULL FORWARD as soon as you hear the smallest cough of the engine.
3. Land straight ahead. Don't even think of attempting to return to your starting point. Make a shallow turn at the most if you need to avoid dangerous obstacles.
4. Most of all be aware of engine outs at the field you are flying from. Always have a plan of action.

This departure procedure can be practiced at safe altitudes. Try a normal climb (Vy best rate) and quickly reduce the throttle to idle. Be aware of how much altitude you lose performing a recovery to best glide airspeed. Then try the same maneuver at a steeper climb (Vx best angle of climb). Notice how much more altitude you need to recover. By practicing this procedure you will be more prepared for the actual situation which hopefully never happens. Until next time -

Clear Skies and Happy Landings!

Steve Krueger

## Next Chapter 75 Meeting

The next NCWLF Chapter 75 meeting is Saturday August 21st 8:30 pm at our campsite Lake of the Woods Campground in Wautoma. Please note that the official date of this event was incorrect in our previous Calendar of Events. See map for directions or call Steve Krueger at 715/536-8828 for additional details.

See you there!

## Thank You

*We would like to thank the Chapter for the creation of the Shelley patch and for the framed patch you gave us. We really do appreciate all the support our family has received from all of you and for the ways in which you continue to honor Shelley's memory. This is truly a wonderful caring organization and we are proud to be a part of this club.*

*Dan, Patty, Peter Marlenga*

## NCWLF New Members

North Central Wisconsin Lite Flyers EAA Ultralight Chapter 75 welcomes new members:

Jim Shnowske - Mosinee, WI  
Greg Stevenson - Irma, WI

**EAA Ultralight Chapter 75**  
**North Central Wisconsin**  
**Lite Flyers**

PO Box 12  
 Schofield, WI 54476

**President**

Steve Krueger (715) 536-8828

**Vice President**

Rich Papa (715) 845-4170

**Secretary/Treasurer**

Steve Norris (715) 842-4286

**Board Members**

Mark Blume (715) 443-2835  
 Dan Marlenga (715) 359-7377

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:

Mark Blume  
 15203 Short Lane  
 Marathon, WI 54448

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.*

Visit us on the web at  
<http://www.pcpros.net/~tvoss>

**NCWLF Treasures Report**  
**July 1999**



<b>Balance Fwd</b>		<b>\$ 728.59</b>
<b>Deposits</b>		
Dues	\$ 20.00	
<b>Total</b>		<b>\$ 20.00</b>
<b>Disbursements</b>		
Postage	\$ 24.42	
Dues over payment	\$ 2.00	
Broses Flowers	\$ 52.20	
<b>Total</b>		<b>\$ 78.62</b>
<b>Ending Balance</b>		<b>\$ 669.97</b>



**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*

## No Radar Could Save JFK Jr From Crashing

*Reprinted from the Wausau Daily Herald*

**EDITOR:** Your editorial headline of July 21 -"Could radar have saved JFK Jr.?" is very misleading. It might have found the bodies faster - but no radar nor tracking system nor all the other new systems, whether at CWA or Martha's Vineyard or O'Hare, can help an inept nontrained pilot escape from what is called "vertigo."

Vertigo was well described by various broadcasts and especially in last Monday's Wall Street Journal.

Pilots with little or no instrument training easily become confused and cannot recover from vertigo.

And no electronic or other equipment can save them once they loose control of the airplane. In WWII we, as instructors gave many hours of instrument training in simulators and up in the air in actual fighters and bombers with the students "under a hood" and we purposely confused them -causing vertigo and they had to recover from the "Unusual Positions" drills. They learned to believe their instruments and not their senses.

That's how Navy pilots found their carriers in dark seas and Army pilots got back from their targets - and in those days the equipment was one-tenth as good as it is now

You are correct that CWA and Hansford have done a great job, and that the FAA and FCC need better equipment at all airports - large and small. But none of this will save an untrained pilot who gets in trouble over his capability or training level.

Also, JFK Jr. flying a Saratoga is like a 14-year-old farm lad who can drive his dad's tractor - being offered to drive a new racing Mercedes with no teacher!

Charlie Spear,  
World War II fighter-pilot instructor,  
Wausau

## Let's Go Fly

Wednesday night is fly night! Take a break in the work week and make hump day a time for flying and fun. Contact Steve Krueger at 715/536-8828 with ideas. We depart home ports around 6:00 p.m. That allows everyone time to return to homebase by sunset.

## Address Changes

Please contact Steve Norris for any address changes or corrections. You can e-mail him at [steve-bci@pcpros.net](mailto:steve-bci@pcpros.net) or call him at (715) 842-4286. Mark Blume and Tom Voss publish the Newsletter, Steve Norris takes care of the mailing labels. Thanks!



Those ultralighters are cool  
but they sure dress funny.

## NCWLF Calendar of Events

**AUGUST 21, 22, 1999 Statewide Ultralight Fly-In / Camp-Out**  
Wautoma

**SEPTEMBER 17, 18, 19, 1999 Colorama State Ultralight Fly-In**  
Lyndon Station

**SEPTEMBER 18, 19, 1999 3rd Annual Blume/Voss Fall Fly/Camp-Over**  
Little Chicago. Competition, Camping, Camp-Fire, Music.

### 4th Annual STATEWIDE Ultralight Fly-In / Camp-Out

**August 21 & 22 1999**

**Lake of the Woods Campground, Wautoma WI**

Campers requiring hookups please call for reservations 920-787-3601



**By Car:** From Wautoma take Hwy 22 south 7 1/4 miles to JJ  
JJ west 2 1/4 miles to 14th Ave.  
14th Ave. south 1 mile to campgrounds  
(watch for the Lake of the Woods Campground signs)

**2,200' and 1,800' intersecting runways (N 43° 58' 17) (W 89° 20' 38)**  
**Seven Miles South of the Wautoma Airport**  
(Wautoma Airport is the ALTERNATE (N 44° 01' 50) (W 89° 18' 27)

**Camp Under Your Wing \$5.00 per aircraft** (special area, no hookups)  
**Family Camping with unit \$10.00** (by the planes, no hookups)  
**Family Camping in campground \$15.00** (water & electric available)  
**20 Acre Private Lake - Paddle Boat and Canoe** (15)  
**Heated Swimming Pool/Showers-Free**  
**Volley Ball \* Mini-Golf \* Horseshoes +FOOD**

**Gasoline Available, (bring your oil)**

Showers \* Bar \* Laundromat \* Game Room \* Convenience Store \* Play Ground \* InGround Pool

**\*\*\* Saturday Night Entertainment! \*\*\***

**"SweetWater" Country Western Band**

**7-11PM**

**Cover: \$3 Advance \$5 Gate**

For more information contact:  
Lake of the Woods Campground 920-787-3601



Calendar of Events is updated monthly. Contact Mark Blume [mblume@pcpros.net](mailto:mblume@pcpros.net) to list events in subsequent newsletters.

## Buy • Trade • Sell

- ✈ Raw materials kit for Teenie-Two all aluminum air craft. Plans and video included. \$ 2,500 obo. Wilber Schuster 715/355-1175 Rothschild, WI
- ✈ Quicksilver ultralight airplane. In good condition, many extras. Call 715/339-2870 after 5 p.m.
- ✈ 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.
- ✈ Rotax 582 LC with electric start, oil injection, C gear box and updated motor mount. \$3,500. Call 715/359-7377 or 715/842-4286
- ✈ M-Squared Sport 1000, 2 place, 503, 50 hrs tt. \$ 11,000. Contact Ken Snyder 715/423-1128
- ✈ 1990 Quicksilver MX Sport, 200 hrs tt., steerable nosewheel, pod, egt, cht, compass, turn & bank, tach, airspeed altimeter, strobes. With fresh repacked BRS chute. \$ 6,000 or \$ 5,000 without BRS. Contact Dick Lee 715/453-3135
- ✈ Wanted- Partner to share expense and fun flying on a new SeaRey Amphibian 2 place kit. For Sale - Delcom handheld radio. Contact DeanTurner 715/453-4197 or e-mail - scharkee@newnorth.net
- ✈ Titan Tornado. 503, Electric Flaps, Single place with jump seat. EIS, Excellent condition. 168 hrs tt. \$16,000. Call 715/597-3963
- ✈ Aerostat 340. Copycat of Quicksilver MX. Hobbs. EGT. RPM Compass. Altimeter. Strobe. 337 Rotax. Reasonable. Mona Riesinger 715/536-8665 Merrill, WI
- ✈ 1994 Quicksilver MXL Sport. Rotax 447 180 hrs tt. BRS 5 chute repack due 2001. He-man bar. Dual wing tip strobes. 3 blade IVO prop. Puddle Jumper amphibious floats. EGT. CHT. Tach. Always hangared. \$ 8,000 or trade up to two place. Dave St. Martin 715/549-5265 Houlton, WI
- ✈ Challenger 1 447 with 20 hours since major. Loaded with all options professionally built always hangared. For full list of options call or contact me via e-mail. Asking \$9,600 offer. Don Petzold Wisconsin Rapids 715/424-2216 dpetz@tznet.com
- ✈ 1983 Teratorn Tierra I. 503 Rotax tach altimeter. Pilot enclosure. All instruments. Electronic fuel system. Too much to tell here. \$7,500.00 Hilary Omernik 715/693-3231
- ✈ Quicksilver MXL I-3 axis. Controls, Steerable Nose wheel, Saddlebags. BRS soft Chute, Brakes, Gauges, 32 hrs on rebuilt engine. \$4,400. 414/563-9654
- ✈ Hiper Light N8. 79 Hours. 447 Rotax. Contact Reinie Hirsch 715/384-5073.

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