

EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

Editors Notes



Our wonderful publishers, Tom Voss and Mark Blume,

gave me a month off last issue and my space was capably filled by Jack LaSee's report on the Mississippi Houseboat Adventure. It was one of the chapter activities that we were especially sorry to miss and we hope the opportunity returns next year, perhaps with lower water and less current. You did a great job on the report Mark Twain LaSee!

Recovery from a mild heart attack and other commitments really put me out of the loop for many chapter and EAA activities this summer. Besides the Mississippi outing there was Gumps, Wautoma, the Boulder Junction fly-in and of course the big one, AirVenture 2001. Hopefully we can get some written details from chapter members on their participation in these events (hint, hint!)

Both Ron Detert, my usual traveling companion and I were only able to do one day at AirVenture '01. We picked a good day weather-wise and made the most of

it, Ron getting some good input from other Mini-Max builders and stocking up on T-88 glue.

Overall I came away a bit disappointed in the UL / Lightplane area. The dealer of a very basic UL I wanted to talk to didn't make the scene and in general, the innovative, inexpensive, home-brew aircraft that are the cornerstone of EAA were not there.

Aviation character is the triumph of humility and common sense over arrogance and overconfidence.

On that note I will refer to a letter by Art Rutherford in the September Experimenter, page 6, "Letters". Art mentions his visit to the famous Brodhead Wi fly-in in July. Quoting from his letter - - - EAA was not built on members building \$100,000 plastic rockets. It was built on people scrounging and sweating to get material to build true homebuilts - - - what I envision as the micro-organism and essence of EAA." Very well put, Art. On that same page of the Experimenter an item gave

me a chuckle. There is a dissertation on the design of airfoils and where one might purchase these new books on the subject. And the authors name? Harry Riblett, of course!

In that same issue, inside the front cover, the Homebuilders Corner has quite a story on EAA's Bob Warner's flight to the Boulder Junction fly-in. While our own VIP, Bob Payzer isn't mentioned, his chicken-fixin' friend, Darko, certainly is. Great story. Borrow a friends issue if you don't have one.

An old friend from my youthful airport bum days, Bob Ehlke, is an avid sailplane flyer and builder. He is now putting the finishing touches on his homebuilt sailplane. He's weeding out his old copies of the SSA's publication., Soaring. I came across some sage advice in one of the copies that applies to all pilots: *Aviation character is the triumph of humility and common sense over arrogance and overconfidence* Lets paste that to our canopies.

Safe Flying,
Bill Markstrum

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September 2001

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Perspective

If your parents are still alive and still married ... you are very rare, even in the United States and Canada.

2001 Musky Day Fly In

Well the 2001 Musky Day Fly-in is over and it was better than ever. We had 44 aircraft registered and we served 140 chicken dinners. We even went international this year as we had a pilot from Wangaratta, Australia and a passenger from Japan. Syd Cohen with his team of Ron Winters, Jack Sittler, Dennis Wanke and Madona McMahan flew a total of 35 Young Eagles. It was great to see the kids come off the airplanes with huge smiles on their faces. This year we had a large group camp over starting on Friday evening. The weather was good except on Sunday morning we had a big rain shower go through around 9:00AM and around Sunday noon a terrible thunderstorm with 70 MPH wind struck only 12 miles south of Boulder Junction. The good Lord smiled on us as the weather bureau was predicting this violent storm for Boulder Junction but it veered off south. Many planes had trouble getting home to the south but all reported they made it after some long delays.

There was a good selection of planes from home built and general aviation. We expected a lot of SeaRey amphibians but only Ralph Anderson came from the U. P. A Rans 7 on floats, which I got a nice ride in, and the next day a Rans 6 on Aeroseet Amphibious floats, I got a chance to fly.

Both are really nice airplanes. We had a total of 10 seaplanes.

This year we were better organized. Steve Krueger and Pat Kenny of EAA 75 came up Friday night and camped but really I put them to work on Saturday and Sunday. Steve and Pat spent the whole Sunday registering the planes and directing them to parking places. Each registered pilot got a Musky Day Fly-In cap and a ticket for the drawing of a super Musky carving from Pace Clyde friend in Alaska. These carvings were really appreciated and I will have photos of the winners for Pace at some future date.

EAA 640 had their chapter meeting in the house on schedule at 12:30 but had to be rushed because Darko's chicken was about 1/2 hour ahead of schedule. The Susor brothers brought a courtesy van from Rosemergy Motors in Wausau. Bert Susor spent the whole day taking people back and forth to the Downtown Boulder Junction Musky Day activities. Many thanks to them and Rosemergy for the use of the mini van. The local Ford dealer did not respond to helping us pilots but apparently Rosemergy Ford of Wausau is "PILOT FRIENDLY".

Our Boulder Junction Fire Chief had one of their fire trucks stationed at the airport. It was not only there

for the airplanes but since the firehouse was on the other side of town, and the town was crowded it made sense to have a unit on the north end of town. We watched over the truck for the chief.

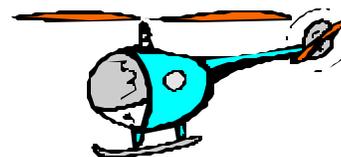
I was a little concerned about the large number of campers at the airport but it really turned out to be terrific. All were very organized and after they left there was absolutely no trash to be found. Other groups that use the airport, like the 4th of July fireworks and the winter snowmobile drag races, leave a lot of trash and after their event we spend a lot of time cleaning up. HATS OFF TO THE CAMPING PILOTS!!! The rest of various groups using the airport should be so good. Next year there are more people, who want to come up, camp and volunteer to help. I have no problem with that especially after the good results this year.

So thank you Pace and thanks to all the guys and gals who made this year the best Musky Day Fly-In ever. And of course a million thanks to Darko, Joey, Darrel and their wives for the super food spread and Cal for all the tables and chairs. I understand each new Musky Day will be on the 2nd Sunday of August so next year it will be August 11, 2002. Thanks again to everyone.

PAYZER

Rotorcraft Fans

EAA Helicopter Weekend Set For Sept. 22 - 23 Historic helicopters and gyrocopters from EAA AirVenture Museum's collection plus others from military, corporate, emergency medical and the media will be on display at Helicopter weekend Sept. 22-23 at the EAA Aviation Center. http://www.eaa.org/communications/eanews/010824_helicopter.html



Next EAA Chapter 75 Meeting

Our next meeting is on Saturday September 15, 2001 1:30 pm Little Chicago, WI. This is our Annual Premier Event with EAA Chapter 243. See complete Blume-Voss flyer for full details. See you there.



Fall Colorama Door Co. Trip

October 6th & 7th
Tour the door peninsula with vibrant colors. Preliminary plan to leave Saturday Morning with an overnight stay Saturday night camping at Ephraim Airport, Jack LaSee will bring motor home. Contact: Dan Marlenga (715) 359-7377



2001 Blume-Voss Fall Fly-in T-Shirts

If you ordered one you can contact Steve Krueger (715) 536-8828, or pick yours up at the Blume-Voss Fly-in cost is \$10.00 and \$11.50 for the XXL sizes.

The Most Unbelievable Landing of a B-17

Flying a bombing mission out of Foggia, Italy, off of Tortorella US Army Air

Field in Italy, during W.W. II, our B-17 caught one hell of a lot of flack.

All four engines were still running, but ALL flight instruments failed. We had no airspeed indicator. Since we were returning from the bombing mission in formation we didn't really need flight instruments except for the approach and landing. When we arrived over the base at Tortorella, we peeled off, flying the landing pattern in trail formation. How to plan my approach with

no air speed indicator? An idea came to me. We'll drop behind the ship in front of us, so that on the final approach, we can establish a rate of closure to ensure that our approach speed would be above stall speed.

Well, in the morning when we took off, the steel mat runway was covered with three inches of slimy mud.. It had been raining for weeks. Airplanes taking off and landing just pushed the steel mat deeper into the mud. Every time an airplane took off or landed, more and more slimy mud had pushed up on top of the steel mat. So as we approached the mud-covered runway, there were three or four inches of slippery slime on top of the mat. But

we were not worried (about coming in "hot") until I called for flaps.

Kenneth D. Goodwin, our copilot, replied, "We don't have any. They're not coming down!" It was too late to crank them down by hand. We weren't about to go around again without an airspeed indicator. Due to the "hot" approach speed we didn't touch down until we were halfway down the field.

The airplane in front of us made a normal landing and turned off at a taxi-strip about five-hundred feet short of the end of the runway. That pilot managed to land short enough to turn to the left onto that first taxi strip.

As he turned, he looked out his left window and saw that we were halfway down the field before we touched down. He turned to his copilot and said, "Look out that right window. George is going to crash into the gully at the end of the runway." (Several British bombers had hit that gully in the past and they blew up.)

We finally got the plane on the mud and I hit the brakes. No brakes! In a B-17, the pilot and copilot can look out their window and see the wheel on their side. Every time I touched the brakes, the wheels would stop and

we'd hydroplane over the

mud. I had one choice. Something we'd normally try to avoid. Ground-loop! I pulled No. 3 and 4 engines all the way back. I pushed No. 1 and 2 throttles forward to takeoff power, I called for "boosters" and started tapping the right brake, trying to groundloop to the right, and let centrifugal force tip the left wing into the ground. We'd damage the airplane but avoid crashing into the gully.

Normally, the plane would turn and leave the runway. But it was so slimy that the wheels had no friction to make it turn. The plane just kept sliding forward. No.1 and 2 engines at full take-off power caused the airplane to

spin around while sliding straight down the runway. As it approached 180 degrees, I pushed number 3 and 4 throttles full forward. Now we had "take off" power on all four engines. There we were, going backwards toward the end of the runway with all four engines at full

take-off power. Well, we stopped right on the very end of the runway and immediately started to taxi back to the taxiway we just passed while we were sliding backwards. You can imagine how scared our navigator, James W. Collier, and the bombardier,

(Continued on page 5)

The Most Unbelievable Landing of a B-17 - continued

(Continued from page 4)

Lowell E. Clifton were, sitting in the nose of the airplane as it approached the end of the runway and began to spin.

This maneuver is one that I'm sure had never been done previously nor will it ever be done again. It isn't something anyone would want to practice. I can only say that on that landing, Ken Goodwin and I were

both copilots. God was flying the airplane on that landing, which is why I call it the most unforgettable landing in a B-17. And, you know, we never heard from anybody.

Nobody ever came to ask what had caused us to land backward. All the medals we got were for far lesser accomplishments. That's why I say, it was God who made

that most unbelievable landing in a B-17.

Note: If anyone who reads this was one of those in the control tower or otherwise saw this landing please contact me:

George Ureke
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NCWLF Calendar of Events

September 15-16, 2001 6th Annual Blume-Voss Fall Fly Camp Out

Little Chicago, WI Joint Chapter 75 and EAA Chapter 243 Meeting

September 16, 2001 North Central Airman's Annual Fly-In / Drive-In Pancake Breakfast

Taylor County Airport, Medford, WI 8:00 am to 1:00 pm Ryan O'Dell Phil Sulka
715/678-2152 fairport@mail.co.taylor.wi.us

October 6-7, 2001 Fall Colorama Door Co. Trip

Tour the door peninsula with vibrant colors. Preliminary plan to leave Saturday Morning with an overnight stay Saturday night camping at Ephraim Airport. Jack LaSee will bring motor home. Dan Marlenga 715/359-7377

October 20, 2001 Dick Lees Polish Luau & Chapter 75 Meeting

Tomahawk, WI

November 10, 2001 Chapter 75 Meeting

Location to be determined

December 8, 2001 Chapter 75 Meeting with EAA 640 & 243

Merrill, WI Merrill Airport

Calendar of Events is updated monthly.

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



AirVenture 2001 Fast Facts

- 750,000 est. attendance.
- 10,000 est. aircraft flown to event
- 2,481 showplanes
- 40,000 campers at Camp Scholler
- 5,000 campers in Transient Aircraft and Showplane Camping areas
- 4,800 volunteers
- 250,000 volunteer hours
- 1,819 International visitors from 72 nations
- 780 media attending from 5 continents.

Lets Go Flying

Once again our chapter is organizing fly outs in the local area on Tuesday nights. Places to fly to, cookouts, etc... can be directed to Steve Krueger 715-536-8828, or Dan Marlenga 715-359-7377. If it rains we will fly on Wednesday nights



Club Apparel



Don't forget to order your club apparel. Show your pride by wearing your very own hat, jacket or shirt with the NCWLF Logo. Satin jackets are available in sizes SM to 3XL. Black, Navy Blue, Royal Blue, Red. Embroidered logo and name. Around \$60. Polo Shirts about \$22. Order from Steve Krueger 715-536-8828.



Buy • Trade • Sell • Wanted

- ✎ 1986 Oshkosh Grand Champion built by Al Reay. Kolb Twinstar, 2 place side-by-side seating with common stick, dual throttles, approx 100 hrs on engine and airframe, folding wings, Rotax 532 65 hp liquid cooled with electric start, 4 color starburst paint scheme (yellow, orange, black, and silver) chrome struts and linkage, custom enclosure with full windshield, customer upholstered seats, 10 gal fuel tank, BRS, Hagar wheels/brakes/pants, in-flight adjustable trim, strobes, full (11) gauges Full Lotus dual floats, snow skis, 4 point safety harness and more. Also includes a custom made trailer. Price has been reduced by over \$3,000 to \$12,500. Delivery negotiable. Gene Julian 906/884-4550. (8/01)
- ✎ 1999 Kolb Firestar II, always hangared. 447 Rotax, 103 hours, powder coated, other extras. \$12,600 or offer. Gordon Krunnfusz 608/356-8036 or 608/356-1722 Call Bill Markstrum 715/845-8673 if you want a complete list of extras and a picture of Gordon's Kolk. (5/01)
- ✎ Wanted to Buy, a tractor / backhoe to develop another landing strip for our gang. Even if it's old and rusty like me we'll make it work. Bill Markstrum 715/845-8673.
- ✎ Quicksilver MXL Sport with Rotax 447. 230 hrs total time. \$6,500 firm. Excellent condition, always hungared. Many extras including mini pod with airspeed, altimeter, CHT/EGT, slip indicator and BRS ballistic recovery system. Steve Norris 715/675-2876, work 715/675-1450 e-mail steve4022@charter.net
- ✎ 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 920/734-8682 Appleton, WI
- ✎ 1997 Challenger single place - 503 Rotax dual carb and ign. 10 gal tank - long wing, brakes, lots of instruments. Has only 18 hrs t.t. on complete plane. This is new! Nice paint and strut fairings too. Fast! \$ 10,500 Leon Bogart 479-2820 after 4:30 pm. Pat Kenny 479-5036 after 5:00 pm.
- ✎ KolbUltra-Star Folding wings. Stick and Rudder. 35 hp UL-202 engine with reduction, good paint, good fabric on wings and tail. Good condition overall. Seat tank. Includes trailer. Fly home or trailer. \$ 3,700 262/677-1357 evenings.

PO Box 12
Schofield, WI 54476

NEWMARKET
LHAS

City



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