

North Central Wisconsin  
North Central Wisconsin  
Lite Flyers

MAY 1998

EAA Ultralight Chapter 75

President: Steve Krueger (715) 536-8828  
Vice President: Rich Papa (715) 845-4170  
Sec/Treasurer: Steve Norris (715) 842-4286

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

*Editors Notes*

April was an exciting month indeed for our chapter. Early in the month the hangars of Marlenga/Norris, Radtke and Papa very much resembled gasoline alley at Indy before the big race. Engine problems to be solved, a new pod for Papa's plane and the myriad details and refinements to ensure reliability for the long flight to Florida.

At 0930 on Friday, April 17th, a group of chapter members were on hand at the Wausau Airport to wish Dan, Gordy and Rich, Godspeed on their flight to Sun & Fun.

Our first direct contact with the adventuresome threesome was on the following day, Saturday, when Steve Norris placed a cell-phone call to them after our chapter meeting at Helmut Jungermanns. They had just landed in Kentucky, south of Louisville. "The rest of the story" as Paul Harvey would say, can be found in Dan Marlenga's article on page three.

Many of us were again on hand when the "Magnificent Men" returned to base early evening on April 25th. Dan and Gordy were checker flagged in by me as they came down the taxi strip. There were handshakes, hugs and backslaps as the two tired airmen exited their planes. They had really pushed that last day to stay ahead of the weather and Gordy experienced some ignition problems that last stretch. The stories were fast and furious and we were especially pleased to hear the one about Gordy's new David-Clark headphones. I'm sure there will be plenty of stories when we are sitting around a campfire on a summer camp-out, fly-in.

About an hour after Dan and Gordy landed, the ground support motorhome of Jack La See pulled in. Also with Jack and all the gear were Phil Neubauer and Rich Papa. Rich flew to Lakeland in "very loose" formation with Dan

and Gordy but wisely decided to trailer his true ultralight home on Paul Buss' semi.

Guys, we are very proud of all of you. Great Job!

The April chapter meeting was held at Helmut Jungermanns on April 18th. With three of our main men on their way to Florida and our President Steve Krueger busy with family matters, Steve Norris and I conducted the meeting outside of Helmut's new hangar. We were only eleven strong but had a great time. Helmut's property, about five miles northeast of Irma, is a real surprise, tucked back there in the woods. It's the kind of place you dream about owning. A fine new hangar of twenty two by thirty six feet to house his new Challenger and a one thousand foot runway carved out of the forest. Helmut is first putting the finishing touches to his plane and it should be airborne soon. Don't miss a chance to visit Baron Von Jungermann's "Flugplatz". I don't know the GPS coordinates but the elevation is 1575 feet.

Just a reminder, John Riesinger has put together an outstanding staff and program for the May 9th Flying Start presentation at the Merrill Airport. Let's be there to give our support and be available to answer questions. It starts at 0900 but I'm sure Helmut Jungermann could use some set-up help earlier.

The next club meeting will be at John Verfuert's and will give all of us a chance to sharpen competition skills before Pioneer Days in June.

Enjoy a long summer of flying weather!

Bill Markstrum

### Next Chapter 75 Meeting

The next meeting of Chapter 75 will be held Saturday May 16 at 10:00 am, not the usual 1:30 pm, at John Verfuert's located approximately 3 miles south of Spencer on Hwy V. A potluck lunch will follow the meeting. A gas grill, plates, beverages and all the condiments will be provided by John. Bring your own vittles to cook up and a dish to pass if so desired. Sounds like fun! Wisconsin Rapids is having a pancake breakfast the same day. A flock of fellow flyers plan on going to Rapids for breakfast and then on to John's strip for our chapter meeting at 10:00 am with lunch to follow. After lunch we will also be doing a dry run, so to speak, of the competition event. Contact Steve Krueger at 715-536-8828 for additional details.



### EAA Pioneer Day

EAA Pioneer Ultralight Day will be held at the Pioneer Airport in Oshkosh Saturday June 13th (June 14th rain date). Time is creeping up quickly on this great invitation only event so here are a few important details. Ken Snyder from Wisconsin Rapids will be our flight leader for the event. Ken will have an update at our chapter meeting at John Verfuert's on May 16th. Ken must RSVP before May 31st to EAA so they can accommodate us. Sign up at John's or contact Ken Snyder at 715-423-1128. Chapter 75 will be doing a competition again this year. Dan Marlenga is in charge of the event with a torpedo run, bomb drop and spot landing planned. Contact Dan at 715-359-7377 for more information.

### Dues, Dues, Dues

Yearly dues for club membership expires April 30, 1998. Dues for our next year are \$12.00. Pay at the next meeting or mail your renewal to:

NCWLF  
PO Box 12  
Schofield, WI 54476

## WAUSAU DOWNTOWN AIRPORT Fly-in

### Pancake Breakfast

By the Bevent Lions Club

Saturday May 30th

8:00 am - 12:00 noon

### Aircraft Displays

National Guard's C-130     Civil Air Patrol Display

Russian Yak     Military Aircraft

Other restored and Experimental Aircraft

**F-16 Fighter Fly-By @ 1:00pm**

Airplane Rides

## Fly-in Drive-in

Wausau Downtown Airport is the city's most convenient airport!

Take Grand Ave to Lake View Drive  
Lake View to the Airport  
Sponsored by Friends of the Airport

For More Information, contact:  
Wausau Downtown Airport  
715-845-3400

**Welcome Home To Wausau!**

### NCWLF Treasures Report

Balance Fwd. - \$328.03

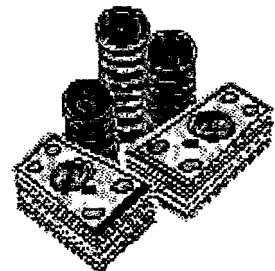
Deposits

- Dues - \$132.00  
Total - \$132.00

Disbursements

- Postage - \$19.20  
Total - 19.20

Ending Balance - 440.83



## A JOURNEY THROUGH THE PROMISED LAND TO PARADISE CITY

By Dan Marlenga

(Day 1 April 17th. 1998)

The sun was bright and the mood was upbeat for the biggest trip of our lives. Jack Lasee and Phil Neubauer arrived by 8:30 to load our stuff in the motorhome which would be our headquarters for the next 9 days. By 9:15 we were taking departure pictures and with a handful of friends and relatives on hand we were off.



The flying group consisted of Rich Papa in his Quicksilver Sport, Gordy Radtke with his new Chinook, and myself Dan Marlenga in our Quicksilver GT 500. The tailwinds were a blessing as we made good time to Portage, WI where

we had our first challenge of the day. We had a 20+ mph. crosswind landing that everybody handled well. At each stop we called our ground support vehicle to report on progress and tell any interesting stories. In short order we were off to our next destination which was Dekalb, Ill. Our flight planning consisted of short and long legs due to the unknown winds. We made Dekalb in 1.7hrs and 130 miles without a stop. After a call to the motorhome we found out that they did not benefit from the tailwinds like we did as they ran out of gas 500ft. short of the station. The trailer had UL gas so the delay was short and they were on their way.

It was mid-afternoon and we were off to Danville, Ill. The trip went flawless and we had another 133 miles behind us. Our next stop would be at the home of Lloyd and Nancy Brewer in Franklin, Ind. As we approached Franklin we heard the familiar voice of Lloyd on the handheld radio and he guided us to his private strip where we shut down for the day. Lloyd and Nancy are former Central Wis. residents and present members of our UL Chapter in Wausau. We were treated to supper that night and breakfast the next day. The Brewers opened up their home to us like we were family. Thank You!

(Day 2 April 18th.)

Jack Lasee took advantage of the calm winds to take a flight in his Powered Parachute while we did our preflight. By 8:45 Richie was off followed by Gordy when I saw Richie turn and make an unscheduled landing in the neighbor's cornfield. Richie made a successful landing and with the help of our group and a couple of neighbors the plane was transported to another field where minor repairs were done and the trip resumed by 11:00. Our first stop was just north of Louisville, KY where the radar showed a line of showers to our south. The decision was made to go as far as we could before we hit the rain. We departed and went west around Louisville and continued past Fort Knox to Elizabethtown where the rain hit. We had the planes tied down for the day when the motorhome arrived.

Our plan was that we would take 3 days of flying with 1 day each way to allow for a weather delay. That night we saw the Thunder Over Louisville celebration with Air Show Acts and the biggest Fireworks Display in the U.S. and maybe the World! Timing is everything.

(Day 3 April 19th)

The rain continued all night and into the next morning. Flight Service said that conditions will improve by 2 pm and so we shopped and worked on the planes to see that they were ready. By 2:00 the ceiling was 1100 overcast and 5 miles vis. so we were off. As we continued south the conditions stayed about the same all the way to Lafayette, Tenn. WOW we made another State. Our next leg would take us over the mountains so we wanted the conditions to improve, no luck. We traveled the next hour with overcast conditions and maybe 6 miles vis. The air was smooth and we had a 15mph tailwind so we

*(Continued on page 4)*

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continued on. We approached our next airport at Marion Co. which had an elevation of 495ft. We knew it was in a valley, so that when the Sun broke out Gordy coined the phrase "It must be The Promised Land". We took on fuel and made a dash for Cartersville Georgia. At Cartersville as at all the Airports we stopped, we were welcomed with open arms. We left at 2pm and by dark we made 265 miles which was a good day.

**(Day 4 April 20th)**

The weather was absolutely beautiful for flying so after a cup of coffee and our preflight it was off to Lakeland Fla. Just after leaving Cartersville we had a low level scud layer of clouds that we climbed through to show us the first "above the clouds" flying of the trip. The clouds were broken so we never lost sight of the ground and they burned off in about 30 minutes; it was beautiful. We made about 5 stops for fuel and kept pushing on. Our last stop before Lakeland was Ocala, Fla. where we made a quick fuel stop and made a dash for Paradise City. As the night fell on us we were still 16 miles from Lakeland when there appeared in the dusk an Ultralight Strip where we landed. We came upon Blackwater Creek UL Park and the man that owned it called Ivey. Once again we were welcomed with open arms and a call to the motorhome found them to be only 10 miles away. Another successful day covering 550 miles and we are almost there!

**(Day 5 April 21st)**

We awoke to low vis. and fog so after an hour or so decided to go to Sun-N-Fun by motorhome. We arrived at our campsite to be greeted by another club member Pat and Deb Kenny who reserved a campsite for us. The clouds were breaking so after a flight briefing in the UL area we departed to bring our machines into the Show. Jack fired up his Powered Parachute and flew the last miles into the show with us. We were all very proud to have made it all the way across the country to attain our goal of flying our ultralights to Paradise City.

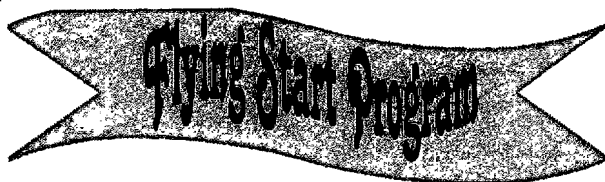
As a footnote to this story we need to thank all the Club members and friends who worked so hard to get our planes ready for this trip. A special thanks to Steve Norris who worked many hours to see the 500 was ready to fly. Thanks to Gordy Radtke, Rich Papa, Tony Borchardt, Steve Krueger, Joe Mapes, Helmut Jungermann, Marshall Maguire, Mark Blume, Ron Hase and Bill Markstrum. Thanks to a wonderful ground crew in Jack Lasee and Phil Neubauer.

## *Flying Start Program*

This Saturday May 9 at the Merrill Airport at 9:00 am. Thanks to all that have worked hard on this project. We all would appreciate your special effort to attend.

John Riesinger

### **EAA Ultralight Chapter 75 Presents**



**Saturday May 9**

**9:00 am**

**Merrill Airport**

### **Program Agenda**

- ◇ Introductions - John Verfuertth
- ◇ Opening Video
- ◇ Door Prizes
- ◇ Enthusiastic Pilot - Pat Kenny
- ◇ Door Prizes
- ◇ Ground School Flight Instructor - Steve Krueger
- ◇ Door Prizes
- ◇ Flight Instructor - Mark Blair
- ◇ Door Prizes
- ◇ EAA Member - Sid Cohen
- ◇ Door Prizes
- ◇ Closing Video
- ◇ Questions & Answers

# NCWLF Calendar of Events



**MAY 9 - Flying Start Program**

At Merrill Airport on Saturday May 9 at 9:00 am.

**MAY 16 - NCWLF Club Meeting**

At John Verfuerrth's strip on Saturday May 16 at 10:00 am. Approx 3 miles south of Spencer on Hwy V. See map below. Pot luck lunch at 12:00. Fun flight competition at 1:00

**MAY 30 - Wausau Downtown Airport Rededication and Open House**

Saturday May 20 from 8:00 am to 4:00 pm. Pancake Breakfast, Aircraft Displays, F-16 Fighter Fly-By, Airplane Rides.

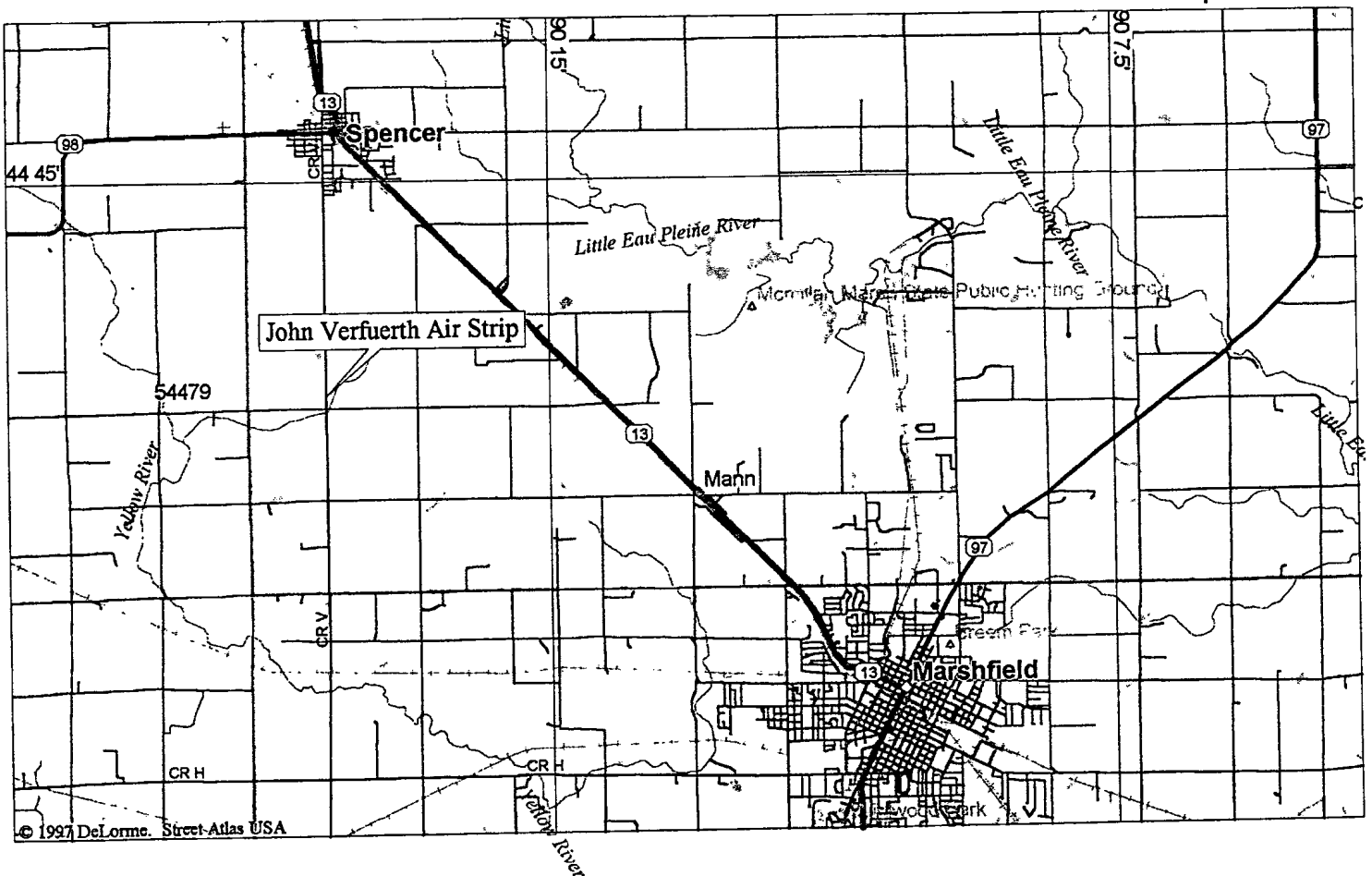
**JUNE 13 - Pioneer Days Ultralight Fly-In**

Saturday June 13 at the Pioneer Airport in Oshkosh. June 14 set as rain date.

**JUNE 13 - NCWLF Club Meeting**

Saturday June 13 following the days activities at Pioneer Days in Oshkosh.

*The Calendar of Events is updated monthly. Contact Mark Blume to list events in subsequent newsletters.*



# Buy · Trade · Sell



- ✈ Rotax Engine Sale - 277, 447, 503. Gordy Radtke (715) 359-5343
- ✈ Wanted - 750# BRS Chute. Tony Borchardt (715) 845-3018
- ✈ 582 Rotax DIDC with 2.58 "B" box and electric start. It has 3 hours running and radiator is included for \$4,000. Bob Lapp - Land O Lakes (715) 547-3767
- ✈ Kolb MKII 503 single carb 2 seat Ultralight. \$6,500. Dave LeVoy - Stratford (715) 687-4120.
- ✈ 1983 Rotec Rally Sport. 503 engine. Factory pod with instruments. Skis. \$ 2,500. Bob Paustian 715-675-7800.
- ✈ 1987 Para Plane Mod Pm2. Needs engine work. \$1,500.00 Tom Ryan (715) 453-5201. Please call after dark.
- ✈ 1983 Teratorn Tierra I. 447 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.
- ✈ Fischer 202 Koala. 86 hours total time. 277 cc Rotax engine. Call John Verfuert 715-387-3856
- ✈ Challenger II. 274 Hours. 503 Rotax. Hiper Light N8. 79 Hours. 447 Rotax. Teratorn TA. 64 Hours. 298 Rotax Twin. Contact Reinie Hirsch (715) 384-5073.

EAA ULTRALIGHT CHAPTER 75  
 North Central Wisconsin Lite Flyers  
 Application Form for Membership and Subscription

Date \_\_\_\_\_

Name \_\_\_\_\_ Phone: \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

USUA# \_\_\_\_\_ EAA # \_\_\_\_\_

Type of Ultralight you fly \_\_\_\_\_

_____ \$ 12 MAY	_____ \$ 6 NOV
_____ \$ 11 JUNE	_____ \$ 5 DEC
_____ \$ 10 JULY	_____ \$ 4 JAN
_____ \$ 9 AUG	_____ \$ 3 FEB
_____ \$ 8 SEPT	_____ \$ 2 MARCH
_____ \$ 7 OCT	_____ \$ 1 APRIL

Mail Check Payable To:  
 NCWLF  
 P.O. Box 12  
 Schofield, WI 54476

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

The newsletter is a monthly publication of the North Central Wisconsin Lite Flyers and is free to all club members. Send any comments, questions, suggestions, or items you would like included in the newsletter to: Mark Blume 15203 Short Lane Marathon, WI 54448  
 Or send e-mail to mblume@pcpros.net  
 Items received by the 5th are considered for that month's publication.