

EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

Editors Notes



The Ford Trimotor takes a pass at the battleship Porkchop

After a very long winter, prime flying time has arrived. We hope your personal schedule and flying equipment are allowing you to make the most of it. Many of our chapter members did make the most of it on our annual pilgrimage to Oshkosh on Father's Day weekend for fun and games at Pioneer Airport.

On Saturday morning, June 16th, local chapter members joined those arriving from the north at the Wausau airport. All of the gas cans, bed rolls and competition equipment were loaded into my van and the trailer attached with the battleship Porkchop security tied down. After a briefing by Flight Leader Marlenga we all departed at 0630, the Dawn Patrol as well as the ground support van. Other planes from the West joined our group at or

over the Stevens Point airport and we were on our way to the first refueling point, Wild Rose.

The arrival of ground support and the planes was simultaneous except for one lost plane (no name) but he was soon talked-in by radio.

Pioneer is, after all, a small grass airport within the boundaries of Whitman Field

After refueling it was off to Omro, the briefing and staging area before the final leg into the Pioneer Airport. If you have not experienced one of these flights let me explain that Pioneer gives us a rather short and precise time of arrival for this event. Pioneer is, after all, a small grass airport within the

boundaries of Whitman Field. For that reason Ken Snyder has a briefing for all pilots at Omro, giving them a position in the lineup (faster, slower aircraft, etc.) and the pattern to be so as not to intersect active runways on Whitman. Briefing complete, it was off to Pioneer.

After several years of this competition, the set-up of landing grids, bomb drop target and battleship placement has improved and become routine. Working around the scheduling of Trimotor and Travelair Biplane flights, the first round of competition was completed. The pilots in that round were those, who for one reason or another, had to return home that afternoon.

Following a tasty box lunch we waited for our next win-

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Perspective

If you have food in the refrigerator, clothes on your back, a roof overhead and a place to sleep, you are richer than 75% of this world.

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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:

Tom Voss
15203 Short Lane
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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 2001**



by Steve Norris

Balance Fwd		\$ 866.80
Deposits		
Dues	\$ 92.00	
Hats	\$ 10.00	
Shelley Patches	\$ 42.00	
Donations	\$ 22.00	
Total		\$ 166.00
Disbursements		
Postage	\$ 14.28	
Dept Financial Inst. - Annual Report	\$ 10.00	
Steve Krueger - Bill M. Flowers	\$ 13.17	
Total		\$ 37.45
Ending Balance		\$ 995.35

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.

Editors Notes

(Continued from page 1)

dow of opportunity to complete the rest of the flights. A nasty crosswind had come up that made the sometimes low level flying too dangerous and the competition events were cancelled for the day. The high point of this otherwise frustrating afternoon were our EAA friends at the field. After the Ford Trimotor had finished its working day, the crew decided they wanted to enter our torpedo run competition too. They loaded all of the water-filled balls into a garbage can and took off. On their first low pass, one ball was dropped which did indeed hit the bow of the ship for a score of forty-five. On the next pass they emptied the container of balls out the door with not one of them hitting the target! Maybe next year they'll get smart and fly in the opposite direction --- the prop blast from three P&W R-985S should flatten all the panels at once. We certainly proved that our ultralights are much more combat efficient per gallon of gas.

After a good evening meal in the hangar and pleasant visits with fellow fliers and our EAA hosts it was time to head for the bunkhouse, no awards ceremony this day. As we were about to leave, Jamie Kee shouted that the latest weather report said a nasty squall line was headed our way. Everyone got into action and started wheeling their planes to the hangar while the EAA personnel pushed the antique aircraft as far back in the hangar as

possible. Each UL was carefully placed like pieces of a jigsaw puzzle until the Phillips 66 hangar was full. There were still four aircraft left over and they were put in the Pitcairn hangar with the trimotor. That was a sight I will not soon forget. Four little gosling ultralights nestled under the wings of Mother (Tin) Goose.

Later that evening at the bunkhouse we had our June chapter meeting presided over by VP Dean Turner. Of course the main topic was how to complete the rest of the competition events. Jamie Kee indicated that the Sunday AM weather report was excellent and that if we could complete all competition by the start of the 0900 services at the Fergus Chapel, he would have the hangar doors open by 0630. This was to be the plan of action.

After a short night we were again setting up the grids and rolling planes out at 0630. It was, as predicted, a gorgeous morning, clear and calm with the dewey grass sparkling in the early sun. We were especially pleased to see the arrival of our Prez, Steve Krueger, in his beautiful Mini-Max. To enter the competition he borrowed the use of Frank Garr's Quicksilver. By 0830 the smoke of battle had cleared and our guys had done it, we had the Flight Log Trophy back in our hands! Dean Turner was the Top Gun winner in those events. He was flying high even before he got in his SeaRey to return home. Dan Marlenga will have the e-

sults of the competition elsewhere in this newsletter. Great job you Top Gunners!

We really missed two of our regulars at Pioneer this year. One was our Videographer, Ron Detert, who really felt bad about not being there to tape the Ford Trimotors carpet bombing episode. He wisely stayed home to be with his ailing wife, Vivian. Another last minute drop-out was Rich Papa, when he detected strange clicks in his Rotax. Lucky too, because the subsequent teardown found a main bearing with several of the ball-bearings missing. A good example of "Know your airplane and engine, if it doesn't sound or feel right check it out".

Having said that, I will add this very personal observation to that statement. Listen to your body as well. The Wednesday after our Pioneer weekend I just didn't feel quite right and had my wife take me to the Wausau Hospital ER. Sure enough, I had a very mild heart attack. The next day a couple of stents were placed in one artery and I returned home on Friday. I will be on a restricted diet from now on, stay away from any smoking and somewhat curtailed activities. I feel great, am obeying orders and doing Cardiac Rehab. I should end up in better shape than before. I thank all of you guys and gals for your concern, cards, flowers and visits. You're the best!

Good flying and good health!

Bill Markstrum

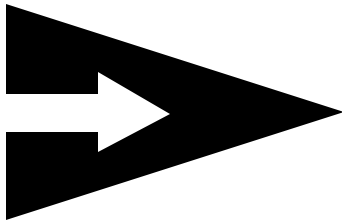
High Flight

Oh, I have slipped the surly bonds
of earth
And danced the skies on laughter-
silvered wings;
Sunward I've climbed, and joined
the tumbling mirth
Of sun-split clouds--and done a
hundred things
You have not dreamed of--wheeled
and soared and swung
High in the sunlit silence. Hov'ring
there,
I've chased the shouting wind along,
and flung
My eager craft through footless halls
of air.
Up, up the long, delirious, burning
blue
I've topped the windswept heights
with easy grace
Where never lark, or even eagle
flew.
And, while with silent, lifting mind
I've trod
The high untrespassed sanctity of
space,
Put out my hand, and touched the
face of God

John Gillespie Magee, Jr

We can all relate to the author's intense feelings about flying which is how I feel in my lime-green bird. I had a great time in Oshkosh at the fly-in. I ran out of gas on the way and landed in a bean field. I knocked on a farmer's door, he came out, sold me some gas and watched me take off. He was in awe that I landed between rows of his beans without crushing one. Pioneer Days was better than I had anticipated, and what a thrill for our club to win the trophy!

Frank Garr



READ THIS

AirVenture Oshkosh 2001 NOTAM

Notam for Oshkosh upcoming Airventure. You can view and print out each page. You need acrobat reader to view.

<http://www.airventure.org/2001/news/NOTAM2001.html>

Wisconsin Airport Directory

The Wisconsin Department of Transportation's airport directory has been prepared and is distributed by the Bureau of Aeronautics for the purpose of making your flights over Wisconsin safer and more enjoyable. The information compiled in this directory was acquired by safety inspections conducted by the Wisconsin Bureau of Aeronautics. Airports listed are either publicly or privately-owned facilities, available for public use.

<http://www.dot.state.wi.us/dtd/boa/airportdirectory.htm>

Ultralight Operations at the Wausau Downtown Airport

It is obvious that the ultralight movement is here to stay, and Wausau Downtown Airport is certainly experiencing its fair share of ultralight traffic. So, if you are planning a flight which includes Wausau Downtown Airport, please consider the following operating procedures.

1. Use Your Radio and Monitor Unicom Frequency on 122.70. Radios are not required for operation at general aviation airports, but they do enhance safety. The flight performance of an ultralight vehicle differs greatly from that of most general aviation aircraft. Therefore, planning ahead is required by all pilots to ensure separation of traffic. Ultralights are often difficult to see, especially during the twilight hours often preferred by many recreational pilots. Remember though, that just because you don't hear anyone on the radio, doesn't mean they are not there. Keep your head on full swivel at all times.

2. Check the Weather on 125.92 (ASOS) or 843-7215, before you enter the Wausau Class E airspace as defined by the Green Bay Section Chart. You need to have a minimum of 3 sm visibility to enter the Wausau Class E airspace and the Wausau ASOS is the official weather at the Wausau Airport. Remember that FAR 103.23 states that to operate in Class E airspace, an ultralight vehicle must have 3

sm visibility, and be able to remain 500 feet below the clouds, 2000 feet from the clouds (sideways), 1000 feet above a cloud. *You may estimate your in-flight visibility to be better, but if ASOS reports less than 3 sm, you cannot enter, because you may be interfering with IFR traffic.* A good rule of thumb is to use the worst case visibility report (ASOS or your in-flight estimate) to make your decision about whether to land at Wausau or not.

3. Fly Left-Hand Traffic Patterns for All Runways and, if performance allows, a 1000 AGL pattern. This is the approved traffic pattern altitude for Wausau and this is where most GA traffic will be looking. Obviously, ultralights fly slower so the pattern will have to be tighter (closer) to the runway. FAR 103.13 (a) states, "Each person operating an ultralight vehicle shall maintain vigilance so as to see and avoid aircraft and shall yield the right-of-way to all aircraft."

4. Do Not Fly Beyond Twilight! FAR 103.11 "Daylight Operations" (b) covers operations during twilight. It states, ". . . ultralight vehicles may be operated during the twilight periods 30 minutes before official sunrise and 30 minutes after official sunset, . . . if, (1) The vehicle is equipped with an operating anticollision light visible for at least 3 statute miles . . ." Green Bay Flight Service (1 800 992-

7433) and Wausau Flying Service, Inc. (715 845-3400) can tell you the official sunset and sunrise for each day. Also remember, the more anticollision lights you have on your vehicle, the better, because sometimes, one anticollision light is not visible on the aircraft from all directions by other aircraft.

5. Don't EVER BUZZ LAKE WAUSAU!!! Only seaplanes may descend low over the lake, and then only for the purpose of landing. I have recently witnessed and had complaints from property owners on Lake Wausau about ultralights buzzing Lake Wausau. Much of this "buzzing" was below tree top level! Most recently I understand a petition has been started by property owners along Lake Wausau to prohibit ultralights from using or flying over Lake Wausau. All aircraft, ultralights and GA alike, must go out of their way to avoid upsetting our airport neighbors. This is an easy rule to follow.

6. Ultralight Operations over Wausau is addressed in "Operations Over Congested Areas". FAR 103.15 states "No person may operate an ultralight vehicle over any congested area of a city, town, or settlement, or over any open air assembly of persons." With that in mind there are really only three arrival or departure routes to the Wausau Airport. 1. A route in the area along a

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Ultralight Operations at the Wausau Downtown Airport

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straight out departure on runway 04. 2. The area along a straight out departure on runway 22 then paralleling Highway NN. 3. The area along a straight out departure on runway 30 over the water and then parallel to Highway 29 on the south side. Departures and arrivals to runway 12/30 and 04/22 should be made along these routes and then a normal pattern entry should be made to the runway of choice. These appear to be the least populated routes to/from the Wausau Airport. These routes will get you east or west of the City and then your course can be altered north or south once you are

clear of the densely populated areas. I would also suggest, circling over the airport while climbing to a safe altitude before departing along these routes. While circling, or maneuvering to/from these arrival routes, please be vigilant to not to interfere with other traffic.

7. "2-Place Ultralights" operating under an exemption from the FAA for flight training purposes, must *only be operated in that manner to/from Wausau Airport (dual instruction only)*, unless the vehicle has an N# and the pilot is an FAA certificated pilot.

8. Tandem Take-Offs and parallel operations are

strongly discouraged.

I admire the enthusiasm, energy, and sheer joy of the ultralight group in our area. As the ultralight movement grows in size and enthusiasm, there will be more opportunities for both ultralight and general aviation pilots to work together, promote aviation, and strive for increased safety. Remember, the general public can rarely differentiate between ultralights and smaller general aviation aircraft. Therefore, how each group conducts itself reflects upon the other and the airports we all use.

John P. Chmiel

Pioneer Ultralight Day



Each year the Pioneer Ultralight Day event is one to look forward to and this year was no exception! We had Dean from Tomahawk, Helmut from Gleason, Frank from Little Chicago, Russ and Dan from Wausau, Jim and Paul from Mosinee and Eland, Steve and Rich from

Stevens Point. We picked up with Ken Snyder and his group from the Rapids. Our ground support was Bill Markstrum, Phil and Dody, and Erling Uttech.

The weather was real nice compared to the 2 weeks of rain that proceeded this weekend. All arrived safely,

and the festivities began. We had the flight briefing, than the Competition set-up and at 1 pm we were ready for the games to begin. The trophies were shining and the log was up for grabs as the first competitors set to the sky.

Chapter 41 had only 3 flyers in the event and they flew in the early session. Chapter 1 had 7 flyers and 4 flew in the early group, with Chapter 75 having only Rich Iverson to fly at the 1pm time slot. The winds were a little gusty which lent to a little low on the scoring. We wrapped up the session about 35 minutes early and now a break until 4pm and the finish of the

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Next NCWLF Meeting

Our next Chapter 75 meeting will be Saturday, July 21, 1:30, P.M. At the Jakel/LaSee Barnstormer fly in, Abbotsford, WI.

Jakel / LaSee Barnstormer Fly In

Friday thru Sunday, July 20, 21, 22, Come Friday evening or Saturday morning, big bonfire, live music Saturday Night, sleep overnight in an air-conditioned double loft barn (sorry no animals allowed) with private showers, lots of floor space bring your own sleeping gear. Jackel Field address, 511 West Business Hwy. 29, Abbotsford, WI. GPS Coordinates N 44 56 33 W 90 19 56 New 2500 Ft. N/W S/E runway. Power lines will be taken down at the northwest end of the runway. Make a fly over prior to landing. Macadamia nut cookies supplied please bring a dish to pass. Stunt flying biplane will be performing. Contact Jack LaSee for any questions or additional details (H) 715-223-4540 (w) 715-223-6324. See you there!



Gumps Flying Circus

New London, WI. July 13, 14, 15, 2001 Friday and Saturday night camping, bonfire, and competition on Saturday. Event like Pioneer Day. Many prizes. A great time put on by EAA UL 41. Here is the plan: We will meet in Wausau at Dan's Hanger 5:30 pm Friday, July 13, and be wheels up out of AUW at 6:00 pm sharp. Camp under the wings of the planes Friday night. Saturday am fly out to Central Co. airport, Iola, WI for their fly in breakfast. Competition event on Saturday afternoon, Pig roast Saturday at Gumps early evening and return home Saturday evening. Ground Support would be plus but could probably get by if need be. RSVP via e-mail if you're in for the trip or if you're planning on attending but going at a different time.

Steve Krueger

Pioneer Ultralight Day

(Continued from page 5)

competition. At 4pm the winds were even stronger than earlier and rotors coming over the Museum made for a delay in the late start time. At 5pm there was no improvement so a wait and see came over the crowd. At 5:30 the food arrived and we all ate waiting to see what would happen next. After we ate a check of the radar found a line of storms bearing down on us and the scramble to get all of our planes in the Pioneer hangers began. We were successful in tucking all the birds away for the night and on to the bunkhouse for the evenings meeting and fellowship.

At the Club meeting it was brought up that we should finish the competition in the morning. With a check of that option found that we could try to finish than. We had a good meeting and a couple of refreshments, than

it was off to bed.

Morning dawned with bright sunshine and quiet resolve to get the competition in. As the planes were rolled out of their nest at Pioneer Airport several flyers took off for home to take advantage of the early light winds. Chapter 75 Put 7 flyers in the air to put the hurt on last years champs Chapter 1. When the smoke cleared our group of flyers took home 8 of the 9 trophies and spanked the other Chapters by an average score of more than 200 points. The log came home and we intend to keep it here.

Scoring is as follows:

T o r p e d o R u n :
 1st Dean Turner 300 pts.
 2nd Brett Wilke 280 pts.
 3rd Jim Shnowske 280 pts.

B o m b D r o p
 1st Dan Marlenga 175 pts.
 2nd Dean Turner 50 pts.

3rd Steve Krueger 75 pts.

S p o t L a n d i n g
 1st Helmut Jungermann 250 p t s .
 2nd Dean Turner 225 pts.
 3rd Steve Krueger 225 pts.

Several of our group gathered at the Fergus Chapel for the Sunday Church service to thank our creator for all of our good fortune. Others of our group headed out towards home with the intent of flying up to Lakeland Airport to participate in their fly-in. We all have great memories of Pioneer Ultralight Day from this and past years. It truly is one of the premier events in our flying schedule. Thanks to all at EAA for being such good hosts and to all the other Chapters and volunteers who make this such a great time.

See you next year.

Dan Marlenga

Buy • Trade • Sell • Wanted

- ✎ 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)
- ✎ Warp Drive coupon worth up to \$475 good till end of 2001 for only \$325. Right or left drive,

high performance, or standard, nickel leading edge, 2,3, or 4 blade, New, factory direct, full warranty. You order exactly what you want (you pay any amount over \$475 with this coupon). Russ Post 715/848-3375

- ✎ 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 Mark-

strum 715/845-8673.

- ✎ Quicksilver MXL Sport with Rotax 447. 230 hrs total time. \$6,500 firm. Excellent condition, always hungered. 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

Tuesday Night Flying to Turner Airport



Wow what a night for flying. 10 planes arrived at Turner Airport. It all began with

Frank Garr and family arriving in the afternoon to stay the night at the Three T's

Wow, what a fly night it was! Over 10 pilots showed up to the Turner International Air Field. We had a great time practicing our bomb drops and spot landings. Not only that, but our family spent the night at the TTT Resort! I flew up and had my wife Lisa drive up with the children. All we had to bring was our swimsuits and food. Dean has 3 rustic cabins at the Triple T Resort, and we stayed in the biggest one, the middle one. All three cabins are

done in solid wood walls with unique antique furnishings and dishes. They all overlook the beautiful lake with a walking path down to the shore. The bottom is nice, sandy swimming - no muck to put your feet in. A paddle boat was available to us, plus we got the special treatment - Dean took us out in his speed boat and his pontoon boat. My kids got to go tubing behind the pontoon. We also brought our dog Rex who had a great time swimming with Dean's

Resort. Along with Russ joining in early to get wet in the lake with a boat ride. As the winds died down and others began to fly in things began to really get going. Planes started coming in from every direction. There was the group photo of course, there were bomb drops, high speed fly bys and lots of good talk and smiling pilots. Sunset came upon us before we knew it and the group started taking off. Thanks to all who came and we look forward to the next time...

Dean Turner

senior citizen dog, Chesie. The kids also all got a ride in Dean's Sea Ray, and now they are all certified Young Eagles. Everything is very reasonably priced, and what a great way to do some flying along with family fun! Oh, and don't forget to tour Dean's house with the many exotic fish and eels. If you are lucky, he'll feed them for you. Thanks Dean for the great "Tuesday Fly Night"!

Frank Garr

Sport Pilot Rule Update

The EAA Government and Industry Relations Office learned July 5 that the Sport Pilot/Light Sport Airplane proposal has taken another significant step: The Office of Management and Budget (OMB) has received the proposal from the Department of Transportation. OMB now

has up to 60 days to review the proposal, after which time it will be returned to the FAA for publication as a Notice of Proposed Rulemaking (NPRM).

"This is, we feel, the most significant step—from the DOT to OMB," said EAA

Vice President of Govt. and Industry Relations Earl Lawrence. DOT used only about half its allotted 60 days to review the proposal, thanks in part to the FAA's thorough briefing on the matter.

Since OMB's responsibility

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Chapter Leaders Breakfast

Saturday, July 28th at the Nature Center, 8:00 am to 10:30 am. Come join us for a morning of great food, chapter camaraderie and an opportunity to meet EAA Staff, including Tom Poberezny, EAA President. There will also be a brief update concerning Sport Pilot. ****NOTE:** The breakfast is free but we do ask that you call and make a reservation. Contact the Chapter Office at 800-236-4800 ext. 4876 to reserve your seat



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.



Sport Pilot Rule Update

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lies not with the substance of the proposal but with its economic impact and potential federal budgetary concerns, might we anticipate some sort of huge Sport Pilot announcement by federal officials at AirVenture later this month?

“Yes, it is conceivable that

some sort of Sport Pilot announcement could happen,” said Lawrence. In fact, DOT Secretary Norman Mineta and FAA Administrator Jane Garvey are both scheduled to be at Oshkosh on Friday, July 27, and the annual “Meet The Administrator” session is scheduled for 11:30 a.m. that day in the

FAA Pavilion.

Stay tuned to the EAA website and www.sportpilot.org for the latest information on Sport Pilot as it progresses toward the NPRM. And while at AirVenture, find out the latest Sport Pilot scoop at the new EAA Sport Pilot Center.

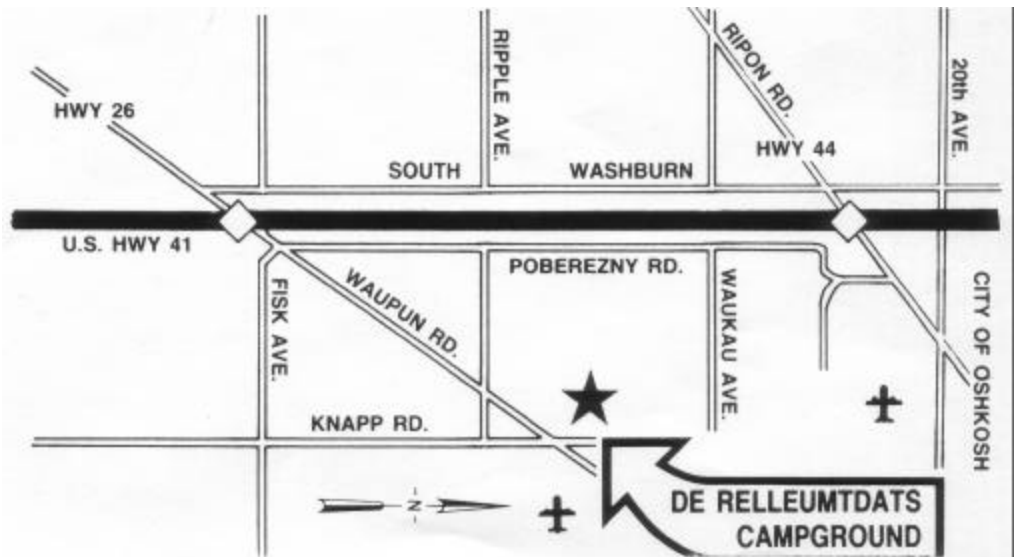
AirVenture 2001

How the summer just seems to fly by, Oshkosh 2001 will start on Tuesday, July 24, and run thru Monday, July 30. How fortunate we are to be only a few hours drive or flight to the largest aviation event in the world! People come from all over the World to visit this amazing gathering of planes, people, old stories, new stories, kindle new friendships, and rekindle old friendships. This year like past years our chapter will be headquartered at DE Relleumtdats, that's Ed Stadtmuellers spelled back-

wards. If you're coming for the day or planning an overnight we'll be located on the N/E corner of Ed's barn, look for our Chapter 75 banner on the camper along with the big yellow wind sock. Thank you Harold Bennisch for securing our area again this year weeks in advance! To drive to the campground take the Waupun Rd. exit off of US 41 head N/E two miles on Waupun Rd. until you come to a three-way stop intersection. Steer to your left at the intersection and the driveway is on your left.

See map for details. This is very close to the flight line and Ultralight/ Light Plane Area. Flight line passes are easily acquired with low gate traffic into the flight line. Remember you must be an EAA member to buy a flight line ticket. Saturday evening at 7:00 P.M. will be our annual chapter picnic. I will be doing a grocery run and we will pass the hat to cover the expense. Please bring your own beverage and lawn chair. Hope to see you all at AirVenture 2001.

Steve Krueger



NCWLF Calendar of Events

July 13-15, 2001 Gumps 2001

Poppy's Flying Acres, Northport, WI Carl Eichenauer 920/731-5037 kiss1945@aol.com

July 14, 2001 Harbor View Fly-In Float-In

Price County Airport, Phillips, WI 8:00 am ?? Nate Nez 715/339-3701 Duane Grube 715/339-2626 pbnate@winbright.net

July 18-22, 2001 PRA Annual Convention

Mentone, IN Pam or Erica at HQ 219/353-7227 prahq@aol.com

July 21-22, 2001 Jakel Barnstormer Fly-In & Chapter 75 Meeting

Abbotsford, WI Contact Jack LaSee 715/223-4540 Meeting at 1:30

July 21, 2001 3rd Annual SwingDing Fly-In

Wausau Downtown Airport, Wausau, WI Robert Mohr 715/848-6000 flyacub@dwave.net

July 21, 2001 Brennand Old Time Airport Days

79C Breezewood Lane, Neenah, WI Ted Vander Wielen 920/836-3081

July 22, 2001 EAA Chapter 992 Fly-In & Pancake Breakfast

Marshfield Municipal Airport, Marshfield, WI 8:00 am to 4:00 pm Jack Bremer 715/3848700 bremer@commplus.net

July 25-31, 2001 EAA Airventure 2001

Oshkosh, WI 920/426-4800 www.airventure.org

July 28, 2001 Chapter Leaders Breakfast

Oshkosh, WI 8:00 am to 10:30 am Call Chapter Office for reservations 800/236-4800

August 5, 2001 Merrill Airport Day Fly-In / Drive -In

Merrill Municipal Airport, Merrill, WI 8:30 am to 4:00 pm Beverly Cornelius 715/536-2842

August 12, 2001 Boulder Junction Musky Day Land & Sea Fly In

Boulder Junction Airport, Boulder Junction, WI 9:00 am to ? Bob Payzer 715/385-2979 rjpayzer@nnex.net

August 17-19, 2001 Wautoma State Fly In & Chapter 75 Meeting

Wautoma, WI Lake Of The Woods Campground with Chapter 75 Meeting on the 18.

September 7-9, 2001 Annual Wisconsin Seaplane Fly-In

Landplane Pilots Invited. Pioneer Lake - 5 miles north of Eagle River, WI Phil Hartman 715/276-4207

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 20, 2001 Dick Lees Polih 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

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Order Your Fall Fly Camp Out T-Shirt Now

We are having custom t-shirts made for the 6th Annual Blume-Voss Fall Fly Camp Out. Cost will be around \$ 10.00 each. Order deadline is during the next chapter meeting. Contact Steve Krueger 715/536-8828.

2001 Blume-Voss Fall Fly Camp Out



EAA Ultralight Chapter 75

6th Annual / Sept 15 & 16 Little Chicago, WI