

# North Central Wisconsin North Central Wisconsin

## Lite Flyers

P.O. Box 12  
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JULY 1997

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## Editors Notes

As usual, I'm pushing the submission envelope in preparing my part of our newsletter to get it to our excellent publicists, Tom Voss and Mark Blume. Part of the problem is trying to condense the happenings this last month both from a chapter and personal standpoint.

At 0530 on June 14th, the "Dawn Patrol" departed the Wausau Airport for the long anticipated Pioneer Days weekend at Oshkosh. First stop was Stevens Point where they were joined by UL's from Wisconsin Rapids. Next stop was Wild Rose, then on to Omro for staging to arrive at the Pioneer Airport at the appointed time.

Only one aircraft was lost near Wild Rose when Marshall Maguire broke an aileron horn which reduced his craft to a "two axis" airplane and he wisely decided to make a forced landing in a potato field. He effectively repaired the control but had damaged the left gear leg on the rough ground. About the time he was assessing the damage the police and firemen arrived in response to a phoned-in "plane crash". The plane was loaded into the farmers pickup (lots of helping hands!) and with the fire truck clearing the road ahead and the police as rear guard, the plane and "Mash" Maguire were dropped off at the Wild Rose Airport.

Throughout the flight the faithful ground support team was on hand to provide fuel at the appropriate stops and to pick up any downed airmen. I was a late morning arrival at Pioneer and quickly got involved in laying out the target and grid for the bomb drop and spot landing competition later in the day. We got our exercise running out to paint a few lines then off again to allow the Ford Trimotor and Travelaire to hop passengers. The weather was spectacular all day and the competition went well. We all learned things that will streamline our next competition event.

It was fortunate that our chapter had trucks for ground support because our guys won more trophy hard-

ware than they could have carried in their aircraft. Dan Marlenga won 1st place in both the bomb drop and the spot landing contests while Rich Papa attacked the enemy battleship with a vengeance and won the 1st place trophy for the event. The battleship is still in the dry-dock being repaired! See page 3 for all the scoring details.

When the shadows were long from the bronze statues on Compass Hill, the planes were all tied down and we had finished the evening meal in one of the hangars, we retired to the "Bunk House". Here, under a clear sky and full moon, President Krueger presided over the June chapter meeting. The real meeting got underway shortly thereafter when cases of Pork Chops magically appeared and yours truly broke out his squeeze box to lead the group in the Ultralight Anthem. What a great time we had!

Sunday dawned with weather moving in but several of us attended services in the chapel on Pioneer Airport to pray for at least a tailwind but it didn't seem to help. The service was a moving experience however, and I recommend attending one when you are in Oshkosh on a Sunday. The gospel that day was the planting of seeds on fertile ground etc... to which Paul Poberzny added a thought provoking postscript saying that EAA in all phases was seeding general aviation for a fruitful harvest. I had a rare opportunity to lead the singing that Sunday. Singing a meaningful hymn to a congregation that included Paul and Audrey was certainly a memorable event for me.

After a rain shower or two our flight attempted to return to Wausau and Merrill but finally had to put down on Brooks Farm south of Waupaca. The following Tuesday, ground support returned the pilots and fuel to their planes and the "Pioneer Mission" was completed.

During our Bunkhouse meeting, Pat Kenny invited all of us to his hangar for food and drink during the

(Continued on page 2)

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June 21st and 2nd "Way Up North Fly-in" at Eagle River Airport. Dan Marlenga very kindly invited me to accompany him and his wife Pat in the Cherokee 180 to the event on Saturday. Not only did I get to enjoy Bev Kenny's excellent food and a big-band hangar dance but I got to fly the Cherokee up there as well. What a terrific day and night too, flying home at midnight under a cloudless full moon. Thanks Dan, Pat, and Bev!

It was most fortunate that Dan allowed me to knock some of the rust off my flying technique on Saturday for on Sunday, late afternoon, I walked out of my back gate across the field to the Ford Trimotor. Wanted a few close-up pictures which I didn't have time to take at Pioneer and to say good-bye and thanks to new friend, George Daubner, the pilot. (Met him at the Pioneer Chapel when I sang there.) I got my pictures all right, from the right hand seat! I got to fly the "Tin Goose" for about ten minutes as well. Kept the ball in the center of the turn and bank and none of the paying passengers bailed out so I guess I did all right. The "Tri" is back at Oshkosh but I haven't landed yet!

Gentle Winds and Long Evenings,  
Bill Markstrum

## Tuesday Evening Is Fly Night

As we discussed in the last newsletter Tuesday Night is Fly Night with Wednesday as rain date. Instead of having scheduled weekly events we are doing it on a weekly basis. If you have an idea or would like us to pay your airstrip a visit, please call our Tuesday Fly Night coordinator Rich Papa at 845-4170.

## Next Chapter 75 Meeting

The next Chapter 75 Meeting is at 7:00 p.m. on **Tuesday July 15th** at the Wausau Downtown Airport Terminal Building. It is **not on July 19th** as previously announced. Bring a friend!

## On The Quiet Side

It is not a matter of "If" but a matter of "When" because it will and it did. On Sunday July 6th things came into perspective for Bob Paustian and his instructor, none other than yours truly. Bob was doing a fine job of piloting through our second pass of the runway. As we turned downwind for the runway at pattern altitude Bob throttled back to cruise rpm. The engine started to slow down. Yes I mean way down. I took only a few seconds before I reached for the throttle to add more power when the engine became totally silent. Ok, what is the most important thing to do when we have an engine failure? No, don't try calling 911 on your cellular phone! Keep The Airplane Flying. And so we did, checking our landing area one more time. All clear. Slowly turning from downwind to base leg and to our final approach the landing site was made. Touch down was made in the quiet air. By the way the runway never seemed so long, especially when you need to push your machine to the hanger. Things to think about guys - Never fly over anything that you wouldn't want to land on. But if you have to, have plenty of your friend Mr Altitude on your side, and remember it's not a matter of If but of When, because it will. Fly safe and be safe so you can enjoy one of mans dreams over and over again!

Steve Krueger

### June Treasury

### Report

### Club Apparel

|                            |          |
|----------------------------|----------|
| <u>Balance Forward:</u>    | \$380.84 |
| <u>Deposits</u>            |          |
| Dues                       | \$ 48.00 |
| Hats                       | \$ 20.00 |
| <u>Total Receipts</u>      | \$ 68.00 |
| <u>Disbursements</u>       |          |
| Postage                    | \$ 17.92 |
| Return Checking Charge     | \$ 4.00  |
| <u>Total Disbursements</u> | \$ 21.92 |
| <u>Ending Balance</u>      | \$426.92 |

Contact Steve Krueger to place an order for polo shirts and jackets (a 50% down payment is required when ordering jackets). Caps are available for purchase at each club meeting from Steve Norris.

|          |                  |
|----------|------------------|
| Caps     | \$ 10.00         |
| Shirts   | \$ 23.00 - 24.00 |
| *Jackets | \$ 50.00 - 60.00 |

## GUMPS FLYING CIRCUS 97

Well, just two short weeks after our successful Competition event at Oshkosh our Club was once again testing our skills.

This year's flying group consisted of Pat "Kermit" Heckert and passenger Steve "Top Gun" Krueger, Richie "Sport" Papa, Gordy "Chinnock" Radtke, and Dan "GT" Marlenga. Our Ground Crew was Steve and Greg Norris and Tyler Radtke.

We departed Wausau at 7:45 p.m. on Friday June 27th for a flight to Stevens Point and then on to Royalton. Once on the ground at Point it was evident that the daylight was slipping away and the completion of our journey was in jeopardy. We departed Point at 8:45 with Iola as an alternate landing site. While en route to Royalton we picked up a tailwind and made a successful landing in the twilight at Poppy's Flying Acres. While we were tying down our planes, Joe Mapes who saw us off at Point arrived to join the fun. We then set up camp for the night and broke out the porkchops.

The dawn greeted us with sunlight and dew from the still night air. We all did some flying in the morning and got ready for the competition. The day started out fairly still but by early afternoon our skills were being put to the test.

The Competition was a success with 18 competitors and lots of fun. Chapter 444 and UL Chapter 41 put on a splendid event. The three events were Bomb Drop, Torpedo Run, and Spot Landing. The only perfect score was Steve Krueger in the Torpedo Run with a 300. This score along with a good showing in the other 2 events landed Steve the title of Top Gun for this years Gumps Flying Circus. Also placing in the money "so to speak" was Steve Norris in Spot Landing, Pat Heckert and Dan Marlenga in the Torpedo Run.

The food and accommodations were great and we at Chapter 75 want to thank all the folks at Gumps Flying Circus for a great time again this year. After packing up camp and checking the winds it was decided to try a non-stop trip back to Wausau. The tailwind we hoped for was cooperative and we arrived back at home by 6:30 and Kermit to Merrill by 6:55 p.m. We all had a great time and hope in the future many more of our club members can join us on this Great Annual Event.

*Submitted by Dan Marlenga*

## *Pioneer Days Ultralight Competition Event*

| <u>COMPETITOR</u>             | <u>BOMB DROP</u> | <u>TORPEDO RUN</u> | <u>SPOT LANDING</u> |
|-------------------------------|------------------|--------------------|---------------------|
| Harold Benisch, Columbus Wis  | 0                | 225                | 120                 |
| George Bindl, Waunakee Wis    | 0                | 215                | 110                 |
| Bob Draper, Wis Rapids Wis    | 0                | 0                  | 50                  |
| James Fischer, Wis Rapids Wis | 50               | 125                | 80                  |
| Bart Gaffney, Oconomowoc Wis  | 0                | 0                  | 130                 |
| Glen Geer Jr, Babcock Wis     | 50               | 80                 | <b>160 2ND.</b>     |
| Jim Hepp, Wis Rapids Wis      | 100              | 150                | 50                  |
| Rich Iverson, Stevens Pt. Wis | <b>100 3RD.</b>  | 125                | 60                  |
| Jamie Kee, E. Peoria ILL      | 100              | <b>280 3RD.</b>    | 90                  |
| Steve Krueger, Merrill Wis    | 0                | 270                | <b>140 3RD.</b>     |
| Jack LaSee, Abbotsford Wis    | 50               | 45                 | 100                 |
| Dan Marlenga, Schofield Wis   | <b>150 1ST.</b>  | <b>280 2ND.</b>    | <b>180 1ST.</b>     |
| Steve Norris, Wausau Wis      | 0                | 230                | 10                  |
| Richard Papa, Wausau Wis      | <b>100 2ND.</b>  | <b>280 1ST.</b>    | 50                  |
| Gordy Radtke, Mosinee Wis     | 0                | 80                 | 30                  |
| Jeff Smedbron, Arkdale Wis    | 0                | 45                 | 30                  |

ALL TIES WERE BROKEN BY RANDOM DRAWING

# NCWLF Calendar of Events

## JULY 15<sup>th</sup> - NCWLF Club Meeting

7:00 p.m. at the Wausau Terminal Building. Bring a friend!

## JULY 18<sup>th</sup> - 20<sup>th</sup> - Lyndon Station Fly-In (Near Wisconsin Dells)

Camping available. Another fun for the whole family event! See the insert below for all the details.

## JULY 27<sup>th</sup> - Tomahawk Airport Days

Ultralights are welcomed and encouraged to come and participate. Air show, Eats, Car show, and a big smile from our very own "Capt. Dick Lee". Mark Blume made his Precision Flying Debut at this event! Not to mention his first radio broadcast on the elements of fun found in the sky!

## JULY 30<sup>th</sup> - AUGUST 5<sup>th</sup> - EAA Oshkosh Fly-In Convention (The Big Daddy)

Ollies Birds Eye View 101<sup>st</sup> Porkchop Division Camp Out Jamboree. Warning!! This may be more fun than the ordinary, so come prepared.

## AUGUST 10<sup>th</sup> - Merrill Airport Days

Pancake Breakfast, SkyDivers, Ultralights (Yea!!), and more.

## AUGUST 16<sup>th</sup> & 17<sup>th</sup> - Wautoma State Ultralight Fly-In Lake of the Woods Campgrounds.

An absolutely great time for the whole family! Fantastic Accommodations including camping, miniature golf, swim'n pool, arcade and country western band music at night, not to mention the sound of Billy and the Porkchops singing that World renowned Chapter song by the campfire. Don't miss this one!!!

## SEPTEMBER 13<sup>th</sup> & 14<sup>th</sup> - Lyndon Station Fly-In (2<sup>nd</sup> Bi Annual)

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

## An Oshkosh Note

The Big Event is creeping up fast. Tentative plans have been set for the 101st division of the 75th to set up camp headquarters at Ollies Birds Eye View. It is a first come basis, so if you have not made plans for the big show catch up with our troop at Ollies Farm just N/W of the EAA Ultralight Barn. Look for our banner.

Directions for Ollies - Take 41 south past the EAA Museum. Watch for the next exit for Waupun Road. Take Waupun Road N/E and when you get to the convention look for a sign saying Ollies Birds Eye View.

See you all there!



Let's Fly

## YUKON TRAILS ULTRALIGHT FLY-IN

July 18-20

By car: Take I-90 exit 79 then North 1/2 miles on HH. As you enter the campgrounds take first road to the right to the air strip.

1800 Ft. Grass Strip - Just 1/2 mile North of I-90

Pilots with Plane camp for free (either under your wing or in our Fly-In camping area) Other Fly-In guests camp for \$10.00 per night in the Fly-In area. Portable restrooms & water near by.

STORE, FOOD & SNACK BAR, TWO HEATED POOLS, CLEAN SHOWERS, FISHING AND HIKING TRAILS, PLAY GROUND, GAME ROOM, HORSESHOES, VOLLEY BALL

Plenty for the family to do and see, come have a good time!

Details - Phone 608-666-3261

Reservations 800-423-9577

Darell & Patti Larson

N2330 Hwy HH

Lyndon Station, WI 53944

# Buy · Trade · Sell

- ◆ New Magellen GPS LT with moving map and updated remote ant. Just updated from the factory. Sells for \$ 600 will sell for \$ 325. Pat Kenny 715-479-5036
- ◆ 1987 Quicksilver GT400. One owner, factory built, Rotax 447 engine, 60 hrs. TT engine and & air frame, Pilot enclosure, Strobe lite, Altimeter, CHT Tach, Wheel Pants. This plane is in MINT CONDITION and has always been kept in enclosed hanger. Located near Camp Douglas, WI. Call 608-427-6851 after 5:30 PM and ask for Joe. Owner is selling to pursue other interests. \$ 9,500.00 OBO
- ◆ Avid Flyer, Model B. Contact Erling Uttech 3917 Simmonis St. Stevens Point, WI 54481
- ◆ New dual CHT gauge with 2 senders, 6 ft leads 2" round mount. \$ 50.00.  
New Quicksilver instrument pod for MXII or MXL # from Skysports. Color is black, all mounting hardware and face plate included. \$ 100.00.  
3 wheel parts for Quicksilver. 1 nose wheel part for steerable nose, and 2 mains. \$ 50.00 each.  
Challenger prop 54 x 36 in good shape \$ 80.00.  
Contact David Ristau E14484 CTH HH Osseo WI, 54758 715-5973963.
- ◆ Quicksilver MXL I-3 axis. Controls, Steerable Nosewheel, Saddlebags. BRS soft Chute, Brakes, Gauges, 32 hrs on rebuilt engine. \$4,400. 414/563-9654.
- ◆ Teratorn T/A (3 Axis Control). Rotax 28HP engine. Air speed indicator. Tach. Altimeter. Brakes. Battery Strobe. hangared. 38 Flying Hours. \$ 2,500 or reasonable offer. Eugene (Bud) Rush N884 Daisy Drive Genoa City, WI 53128 414/279-6322.
- ◆ For sale or trade up or down. Varieze as displayed at the Wausau Airport Hangar sometime ago. I will also be getting rid of a few other things. Ed Mux 715/536-7404.
- ◆ Fischer 202 Koala. 86 hours total time. 277 cc Rotax engine. Call John Verfuert 715-387-3856
- ◆ Wood wing kit for Fisher Super Koala-1 wing assembled, part to build other wing, also tail assembly. Wing could be used on any type ultralight or home built, "use your imagination". Come see, make offer. Bill Kasten 715-446-2225 days or 446-2054 evenings.
- ◆ 1988 EAA Fly-in Kessler Mirror - Collector Item \$110.00. Bill Kasten 715-446-2225 days or 446-2054 evenings.
- ◆ Factory Sales Brochures (literature) for Cessna, Beechcraft, Piper Tri-pacer, Riley Twin, Aero Commander. From 1955 - 1956. Good Condition. Call for details. Bill Kasten 715-446-2225 Days.
- ◆ 1987 Challenger II. Completely gone through. Ex-fabric on wings and fuselage. Nice paint. 503 DC. New electric start. All instruments. Elec. fuel system. Navigation and strobe lights. Too much to tell here. Trades welcome. \$9,495. Contact Pat Kenny (715) 479-5036 evenings.
- ◆ Challenger II. 274 Hours. 503 Rotax. Hiper Light N8. 79 Hours. 447 Rotax. Tertorn TA. 64 Hours. 298 Rotax Twin. Contact Reiny Hirsch (715) 384-5073.

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:

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Marathon, WI 54448

Or send e-mail to [tvoss@pcpros.net](mailto:tvoss@pcpros.net)