

# North Central Wisconsin North Central Wisconsin

## Lite Flyers

### EAA Ultralight Chapter 75

April

1999

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  
Newsletter Editor: Bill Markstrum (715) 845-8673

## Editors Notes

If you couldn't make the chapter meeting on March 20th. you missed an outstanding one. It was held at Jack LaSees' metal stamping facility in Abbottsford and was attended by twenty-four persons including several new people that signed on that day. Preceding the business meeting, Jack took us on a tour of the plant, explaining in detail and demonstrating, where practical, the operation of the sophisticated and expensive equipment. While the facility is dedicated to the production of quality window and door hardware, I think all of us visualized what an airplane we could build with those machine capabilities. If Jack ever tires of his six-chuter and builds his own fixed-wing, it will be outstanding based on his ingenuity we saw in evidence that day. Thanks, Jack and Dolly, for your hospitality. We extend our best wishes for continued success in your endeavors. And Jack, next time show everyone the unique clock you built for your office.

During the formal meeting, following the plant tour, President Steve Krueger covered several items of interest. June 19th. will be the annual fly-in and competition at Pioneer Airport, Oshkosh. That's always a fun event and weather permitting, chapter UL 75 will conduct its usual competition of bomb-drop, torpedo run and spot landing. Unfortunately, we won't have use of the Air Academy building for sleeping accommodations. The bunkhouse will be available and the price is right.

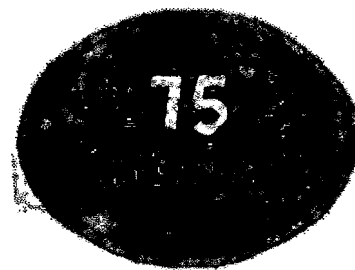
Steve also mentioned that work parties and individuals are needed at Oshkosh, preparing the grounds and buildings for Air Venture '99.

Before the meeting closed, Steve told us about the royal treatment he and other chapter members received at Oshkosh when they flew over on March 11th. Elsewhere in this issue is the report on the great adventure and if you have the April issue of the Experimenter you will find the smiling faces of the "team" on page 42. The flight was composed of Steve in his Mini Max, Dean Turner in his Adventura, Helmut Jungerman in his new Challenger (way

*(Continued on page 2)*

## Shelley Memorial Patch

A tribute patch to be worn by any supporter, showing that Shelleys inspiration will not be forgotten. We all are with you Dan, Patty and Peter. A special thank-you to Ron Detert and his artistic ability (with the assistance of Bill Markstrum). Patches could be available as early as the April meeting. Cost is \$6.00 each. Contact Ron Detert.



## NCWLF New Members

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

Wilber Schuster - Rothschild, WI

Ken Krlow - Wittenberg, WI

Steve Redant - Wausau, WI

Lanny Ross - Eagle River, WI

Jim Jakel - Abbottsford, WI

Tom Jakel - Abbottsford, WI

*(Continued from page 1)*

to go Helmut!) and Paul Buss and Jim Shnowske in Pauls Avid Flyer. You fellows are certainly great ambassadors for our chapter. Thanks for the Good Will tour.

It was decided, as the meeting drew to a close, that the April meeting would be at Dean Turners at Nokomis (details and map elsewhere) and the May meeting at John Verfuerths strip south of Spencer. That's always an important meeting where our "Top Gun" pilots get to sharpen their skills prior to Pioneer Day, on Johns "bombing range".

After the meeting we pigged-out on an assortment of goodies and hot cider. I don't know who furnished the sweets but they were delicious.

It was great to have John Reisinger at the meeting despite his ill health. We're all pulling and praying for you John. Please note that John's fine Aerostat 340 is listed in the "sell" column. I think he even mentioned the possibility of selling the hangar as well.

On March 6th our Lite Flyers group was well represented at the annual UL Safety Seminar. Our sign-up table and banner were there and created interest and several new or potentially new members. I'm sure we all came away with valuable safety information and several nice prizes. We were also very well represented on the podium when Gordy Radtke gave his rapid-fire presentation on the care and maintenance of Rotax engines. We're very proud and lucky to have you in our chapter Gordy.

Often, between the regular chapter meetings several of

us who work or live in the Wausau area will meet for lunch. Ideas are generated that sometimes are brought to fruition and presented at a formal meeting later. One such idea, along with the talented art work of member Ron Detert, was presented to Dan Marlenga for his approval at a recent mini-meeting. The concept was to design a jacket patch (and decals) as a memorial to Shelley Marlenga who died from injuries resulting from a crash at the Wausau Airport last August. We hope you like the idea and Ron's fine work when it's presented at a later monthly meeting.

Plans for the Airport Days on July 24th. at the Wausau Downtown Airport are progressing nicely. Tony Borchardt, Ron Detert and myself are representing our chapter in planning the event. There will be a hangar dance with 40's and 50's music and the refurbished EAA DC-3 will give rides. By the way there are still several of our own Chapter UL 75 calendars available. Call Steve Norris to reserve one or pick one up at the next meeting.

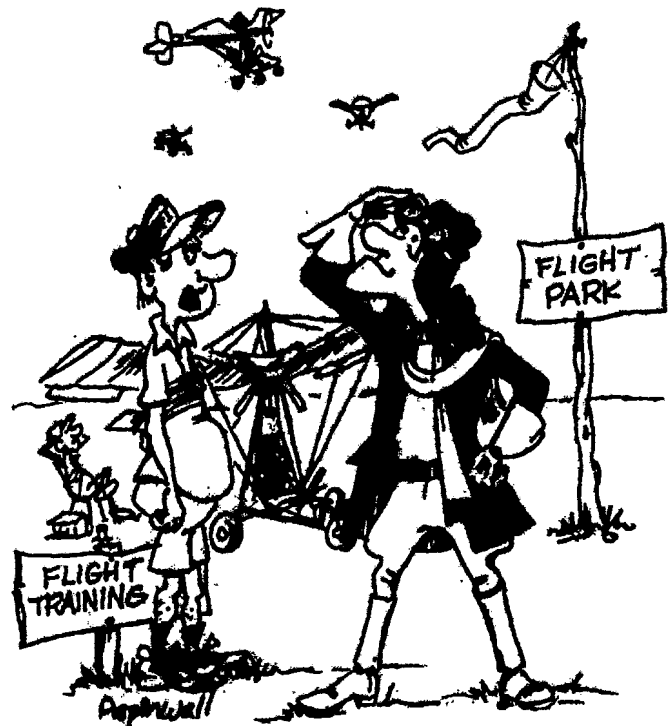
Helmut Jungermann seems to be enjoying his beautiful creation, his Challenger, especially the recon flights over the Jungermann "Flugplatz". He claims he's checking the condition of the runway. We're not so sure!

*With a Rotax tuned by "Gordy"  
And a prop that's tracking true,  
Enjoy the summer flying  
In skies both calm and blue  
Bill Markstrum*

**NCWLF Treasures Report  
March 1999**



<b>Balance Fwd</b>		<b>151.13</b>
<b>Deposits</b>		
Calendar Donations	80.00	
Hats	20.00	
Dues	195.00	
	<b>Total</b>	<b>295.00</b>
<b>Disbursements</b>		
Calendar Supplies	100.00	
WI UL Safety Council Donation	50.00	
Shelley Marlenga Patch Down Payment	220.00	
	<b>Total</b>	<b>370.00</b>
<b>Ending Balance</b>		<b>96.13</b>



**First Lesson?**

## A Journey Thru The Waupaca Land to EAA City

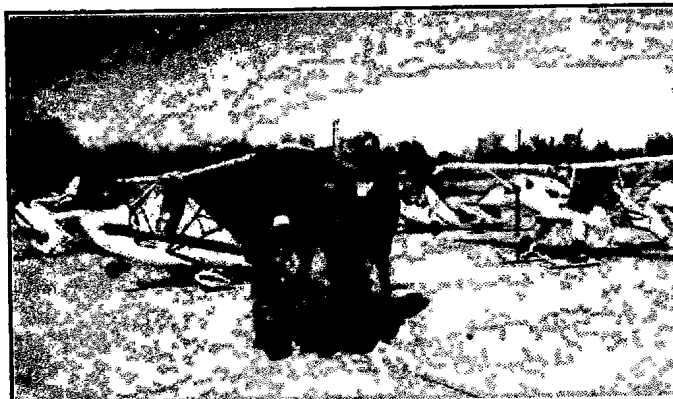
It was one of those last minute planned trips that usually work out to be the best. Thursday morning March 11 came with the hum of Dean Turners Adventura to the Merrill Airport. A brisk 12° welcomed Dean to the area. I understand it was in the single digits as Dean departed Lake Nokomis. Dean taxied up and warmed up as I finished my preflight. We were shortly airborne to Wausau to meet up with the rest of our squadron. We had Paul Buss and Shnowske in the Avid, along with Helmut Jungermann in his Challenger, Dean Turner with his Adventura and myself with the Mini Max.

The wheels were up out of Wausau at 8:45 am with a nice send off by Dan Marlenga wishing us all a good flight! The weather was great with clear skies and light northeasterly winds. Our first stop was for fuel and a brief warm up in Waupaca. When we were fueled and warmed up it was wheels up again at 9:45 for Oshkosh. Our game plan was to form a group so that Wittman field would take us as one flight for easy arrival procedures. Lake Poygan came into view with a small 4 acre hole of open water. Dean just couldn't resist taking a closer look with his Adventura Amphip plane. When Dean had his fill of float dipping in liquid H<sub>2</sub>O we all formed a single file formation for our final destination - Oshkosh. Oshkosh tower was called and instructed our four planes to call a 1 ½ mile final for runway 04. As we taxied up to Basler's FBO the manager called the lineman for wheel chocks and tie downs. We were amazed at how friendly and accommodating Baslers were. Before the door of the office closed as we walked into the building, the manager of the FBO greeted us with a warm and friendly "Hello" and "How can we help you fellows?". I explained that we were here for a few hours to see the EAA Museum, but did not have any ground transportation. Since the noon hour was approaching the manager suggested lunch, so off we went to Friar Tucks with the Line Man courtesy shuttle taking the five of us. The manager also made sure we had the phone number of Baslers in case we had any problems, as well as the phone number for the EAA Museum bus which would pick us up after finishing lunch. At this point we were feeling right up there with the big boys. As we finished lunch the waitress was kind enough to call the museum shuttle for us. When we arrived at the museum, Timm Bogenhagen, program administrator for government programs, heard of our arrival. Timm took the time out of his lunch hour to give us an unexpected Behind the Scenes tour of the EAA and all of their offices including

Tom's. Yes, Tom Poberenzy. We also were introduced to Troy Toelle of EAA Chapters and Mary Jones, Editor of EAA's Experimenter Magazine. Mary and Timm mentioned to let them know when we were ready to leave the museum because they would give us a personal ride back to Baslers along with a brief photo shoot. See Aprils Experimenter for details. As we left the museum with a few souvenirs, Timm and Mary gave us all a ride back to Baslers as promised. Mary shot a few pictures and they both saw us off with our northwest departure for home.

The weather was still perfect, light northeast winds and clear skies. Our return home pit stop would be Waupaca for more fuel and off to Wausau we were, along with final destinations of Merrill for Steve and Lake Nokomis for Dean. The short trip ended up to be a great one; one of those that your put a star next to in your log book. The trip had all the right ingredients, warm welcomes at Waupaca and Wittman Airports, an unexpected personally guided tour of the EAA offices with Timm Bogenhagen, nice visits with Mary Jones and Troy Tohle, great weather, good lunch, and great camaraderie with fellow friends and pilots! It was one of those days that went too fast for our slow airplanes. Thank you Timm, Mary and Troy for the great day!

Paul Buss, Helmut Jungermann, Steve Krueger, Jim Shnowske and Dean Turner.



*At the Wittman Regional Airport. Standing left to right - Helmut, Paul, Jim. Kneeling left to right - Steve and Dean*

### Next Chapter 75 Meeting

Our next meeting will be at the Dean Turner International Airport Lake Nokomis. See detailed map for arrival procedures. The date is Saturday April 17 at 1:30. A bean bag drop competition will conclude the meeting (weather permitting). See you there! Call Dean Turner for more information 715/453-4197

### Upcoming Elections

Nominations for officers will be accepted at Aprils meeting. If you or someone you know would like to hold an office of the club get the names on the ballot for May's election. Now is your opportunity to contribute to the direction of NCWLF EAA UL Chapter 75!

# Destination - Unknown

My trip started as a normal flight on Monday, March 22, with a temperature of 14 degrees. After packing 22 pts. of oil and jump starting the engine, I was wheels-up at 7a.m. Having a range of 50 miles, my first land stop was Wausau. Because of the tail wind, I made it 90 miles to Waupaca. At this point, the temperature at 4000 ft was only 12 degrees. After re-fueling, I was now headed for the Watertown airport with an increased tail wind of 27 mph. I re-fueled there and took off for Poplar Grove, IL. where I made my third cross-wind landing of the day. I departed for DeKalb, where upon making my last cross-wind for the day, my left, rear, gear collapsed. Decided upon by my nerves, I called it a day and tried to find a ride to Chicago.

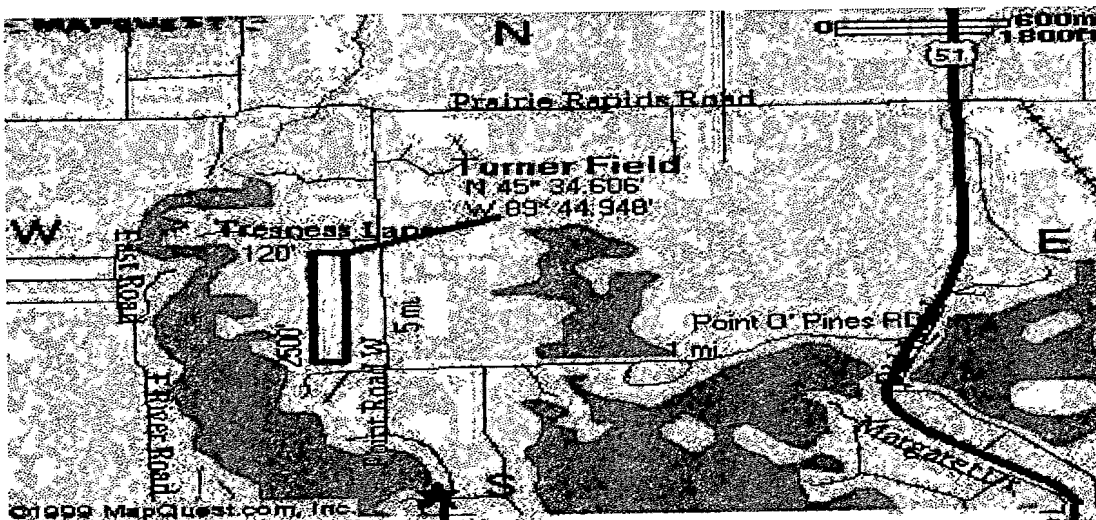
The following morning I departed from DeKalb and arrived at Popular Creek where I found a nine knot wind. I followed my arrival path back, but didn't stop in Watertown because I had enough fuel. I called Dodge County on radio and was informed that the surface winds were nineteen knots and gusting to twenty nine knots! Turning into the wind, I worried when my GPS ground speed dropped to 8 mph. I flared for landing and immediately started to be pulled backwards. I responded by giving it gas and finally landed doing sixty mph. After a wild taxi to the gas pumps, the attendant rushed out and chucked the plane. We had started to re-fuel when the plane took off by itself. We ran like hell to chase it down! After an adventurous ordeal, I spent the night in a hotel.

With a 6 a.m. departure, I was headed to Waupaca. However, due to the 13 knot head-wind, I was forced to land in an open-water lake to re-fuel. After more turbulence and a 16 knot wind, I made a cross-wind landing at Waupaca. From Waupaca to Wausau, I experienced a 13 knot wind, even more turbulence, and another re-fueling, this time on a frozen lake. At 10a.m., I called it a day and called home, requesting a ride. But my adventure wasn't over yet.

On Thursday I flew from Wausau with more turbulence and a 9 knot wind to my home in Tomahawk. I hugged the ground and yelled "I'm Alive!" Am I glad I took the trip? Yes. Would I do it again? No... Well, maybe...

Depicted by: Dean Turner

Written by: Amber Kuchenbacker



Dean Turner     Three T's Resort  
 2055 Point Rd W     & Home  
 Tomahawk WI 54487  
 715-453-4197  
 scharkee@newnorth.net

Map to the next meeting of EAA UL 75 - April 17

# NCWLF Calendar of Events

- APRIL 11-17, 1999 Sun n Fun**  
Lakeland Florida
- APRIL 17, 1999 NCWLF Chapter 75 Meeting**  
Dean Turner, Lake Nokomis. Call Dean Turner for details 715/453-4197
- MAY 15, 1999 NCWLF Chapter 75 Meeting**  
John Verfuerths south of Spencer. Competition event.
- MAY 22, 1999 Chapter 444 Poker Run**  
Northport Private Airport, Royalton. Call Pete Krotje for details 920/734-8682
- May 23, 1999 Merrill Airport Spring Event**  
Competition, Door Prizes, Food & Fun. Call Steve Krueger for details 715/536-8828
- JUNE 19, 1999 Pioneer Days**  
UL Competition Event. Oshkosh. Chapter 75 meeting approx. 9:00 pm. June 20th rain date.
- JUNE 20, 1999 Minoqua Lakeland Airport Day**  
Minoqua. Call Dean Turner for details 715/453-4197
- JULY 9,10,11, 1999 Gumps Fly In & Competition Event**  
Northport Private, Royalton. Call Pete Krotje for details 920/734-8682
- JULY 16,17,18, 1999 State Ultralight Fly-In**  
Lyndon Station
- JULY 24, 1999 Wausau Downtown Brat Fry Fly-In**  
Big Band hangar dance. Call John Chmiel for details 715/845-3400
- JULY 25, 1999 Tomahawk Air Show**  
Call Dean Turner for details 715/453-4197
- JULY 28 - August 3, 1999 Air-Venture**  
Oshkosh
- AUGUST 8, 1999 Merrill Airport Days**

Merrill Airport. Call Steve Krueger for details 715/536-8828

**AUGUST 14,15, 1999 Wautoma State Ultralight Fly-In**  
Wautoma

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

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

**Got the spring flying bug?  
Come join the fun!**

## Merrill Airport Spring Fling

**Merrill Municipal Airport  
\*RRL\***

**Sunday, May 23rd, 1999  
Merrill, WI  
1 to 4 pm**

Complimentary  
Food &  
Beverages

## Food & Contests

Spot Landing  
Contests

**Sponsored by Friends of  
Merrill Airport &  
Northwinds Aviation.**

**Register for Door  
Prizes!**

17 miles North of Wausau

## FLY-IN DRUG-IN

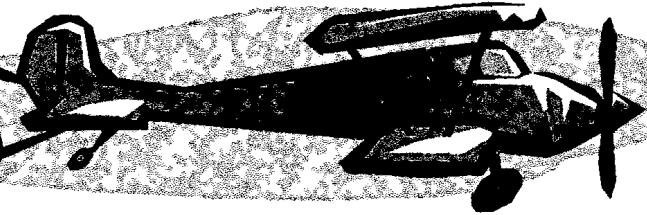


*Calendar of Events is updated monthly. Contact Mark Blume mblume@pcprosnet to list events in subsequent newsletters.*

## Buy • Trade • Sell

- ✈ Aerostat 340. Copycat of Quicksilver MX. Hobbs. EGT. RPM Compass. Altimeter. Strobe. 337 Rotax. Reasonable. John Riesinger (715) 536-8665 Merrill, WI
- ✈ 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
- ✈ 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
- ✈ 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.
- ✈ 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
- ✈ Hiper Light N8. 79 Hours. 447 Rotax. Contact Reinie Hirsch (715) 384-5073.

*Join EAA Ultralight Chapter 75*



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 \_\_\_\_\_

**Membership Due Schedule:**

_____ \$ 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.