



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

The Old Miss Trip

The Mississippi Fly-In started about a year ago when I found a grass strip only .7 miles from the river, belonging to Merlin Haeuser of Buffalo, WI. Merlin flies a Piper Warrior 2 and invited us to fly in. The trip was scheduled for May 26, but the river was flooding 16 ft. over normal level, so we rescheduled for June 23rd.

Dolly & I left Friday morning for Fountain City, our houseboats home. After some maintenance and clean up work we headed North for the 18 mile trip up river to Alma, with our 16 ft. Bayliner in tow. The river was about 5-6 ft. high. As we moved into the main channel, we realized the current was very fast, about 8 mph, now that's a strong head wind or is it head water? Our houseboat only flies about 10 mph .Why am I always in slow moving machines? Get my GPS ---speed 10mph , head water 8mph = 9 hours = \$% @ & % (^!) .

The Mississippi River valley is a mile or two wide, mostly back water except for the main channel which is about 400-600 ft. wide . The Corp of Engineers maintains the 9 foot deep channel for barge traffic. The Corp of

Engineers also builds and maintains hundreds of wing dams, which are slightly submerged ,rock dams, which extend from shore out to the main channel. The wing



dams force most of the rivers flow into the main channel. This increased flow becomes fast current which prevents silting in the main channel. The main channel is the only safe place for a large boat to head up river. Finding wing dams is expensive. By dark we were still 3 hrs. from our destination, so we pulled over and anchored on a sand bar for the night. Early Sat. morning, we plowed water to our camp sand bar, provided by the CORPS dredging operations. We were expecting incoming planes by 10 a.m. so we jumped in our Bayliner and zipped over to the Buffalo City boat ramp. The current was so strong at the ramp that we had to motor upstream at 8mph, gently

crab to the end of the dock and slowly rotate the boat in on the upstream side of the dock. Because of the full force of the river on the boat, it actually took 2 people to push the boat away from the dock.

The boat landing had a floating dock, but the river was so high that the ramp from the floating dock to the shore was actually down hill and covered by a foot of water . Off with the shoes. Once on land, we jumped in the van, drove out to Haeuser field and waited for the airplanes to arrive. Dan Marlenga with copilot Adam Post arrived in his SeaRey and Russ Post arrived in his GT400 about 10:30 am.

They had a great flight. It was smooth all the way with spectacular scenery. Ground crew Phil and Dody and Patty arrived late, something about keys?. We sat and talked with Merlin and his family for a while and then headed for the river. Only a 5- minute boat ride to the houseboat. Cooked up some lunch and deserted on Patty's delicious brownies. Sat around , shot the breeze, explored our almost 200 foot high sand bar and before

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Editors Notes



Bill is on hiatus this month but he will return in September.

Perspective

If you have money in the bank, in your wallet, and spare change in a dish someplace ... you are among the top 8% of the world's wealthy.



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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:

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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
July 2001**

by Steve Norris



Balance Fwd

Deposits

Disbursements

Ending Balance

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.

The Old Miss Trip

(Continued from page 1)

long it was flying time.

We headed back to Hauser Field . Dan gave Merlin a great ride in his SeaRey. Merlin is 77 and thoroughly enjoyed his first, light plane ride.

The wind was right for my Powered Chute and Adam received a nice ½ hr. introductory flight. We climbed higher than the 600 ft. bluffs. I glanced at my GPS and saw (48 mph) and realized I needed to turn around right now, it might be a long ride back. We had a 20 mph tail wind. Adam really enjoyed his ride, “the most fun he’s ever had.” Next, Merlin’s daughter, Sam was afraid of motion sickness. But she thoroughly loved the flight , no Dramamine required. Next, our host Merlin, jumped in and we flew around his farm and checked out the neighborhood cows (Jersies) and had a nice slow float. Another first for Merlin. Dan took his SeaRey out, landed on old Miss with an 8 mph tail current making for a nice, easy splash down. Dan flew off the river and landed just outside the Alma Marina and taxied into the marina to visit a friend . He immediately attracted an audience.

At sunset, we settled into camp, around the fire , drank a few pork chops , roasted a

few pork chops on the fire , stargazed and counted a dozen satellites. Man ,can it get any better than this?

Sunday morning flap jacks, my specialty. Dolly fried up bacon ,Dody dished out the fruit, Patty poured the orange juice, Russ and Adam jumped in the lake with a bar of soap??, Dan supervised, Phil made us all laugh. Low and behold Dean Turner showed up about 11am. We talked him into Hauser Field. Dean had a few screws loose, one of which went thru his prop. After an inspection Dean flew his SeaRey over the river and past the woods etc. to the houseboat .

It was time for a houseboat ride, we headed towards Alma. 3 barges were only about one half hour apart so they had a 2- hour wait to get through the lock. A “Tow” can have as many as 15 barges, 3 wide by 5 long with the Tow boat pushing behind. A “Tow” is 110ft. wide 1200 ft. long and hauls 22,000 tons of cargo. The lock is only 600 ft. long, so they have to split the barge . After the first 600 ft. is winched out of the lock, the second 600 ft., including the Tow boat can come into the lock. The gates are closed , the barge is raised to the next pool level, the gates are opened, the two halves are

connected back together and away she goes to the next of 29 locks. It’s a long trip from Norlins to St. Paul. When two or three barges bunch up at a lock they have to wait, floating under power in a 8 mph current or they can let the front end of the 1200 ft. Tow ease into shore to stabilize the front. Then the tow boat in the back has an easier time controlling this behemoth. This all happened as we watched.

Time to head south to Fountain City. Dan Marlenga volunteered to drive the van from Buffalo to Fountain City. All the rest of us including Dean headed down river. Now we had an 8 mph tail water. Get my GPS again --- speed 10 mph + tail water of 8 mph = 1hr. The trip was very short. In 1.5 hrs. we were through a lock and at our dock in Fountain City, eating all the way. We graciously accepted help from everyone in packing up and cleaning up and headed North to Hauser field. The wind was stronger today. The ground crew watched the light planes lift off for a nice smooth ride at 2500 ft. The fellows had a great flight back with a fly-by of the new, LaSee/Jakel - 2500 ft. runway at Abbotsford.

Jack La See

Next Chapter 75 Meeting

Our next meeting will Saturday August 18, 8:30 pm. At the UL75 campsite, Lake of the Woods. See flyer for directions.



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

2001 Blume-Voss Fall Fly-in T-Shirts

If you ordered one you can pick up your t-shirt at our Wautoma, Lake of the Woods meeting. The cost is \$10 and \$11.50 for XXL. If you need to make other arrangements to pick up your t-shirt contact Steve Krueger 715-536-8828.



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.



Abbotsford man enjoys powered parachutes

reprinted from 6/18 edition of the Wausau Daily Herald

By Keith Uhlig Wausau Daily Herald kuhlig@wdhprint.com

ABBOTSFORD - Jack LaSee says he's not a daredevil.

But whenever he can, the Abbotsford man straps himself into a three-wheeled contraption with a 46 horsepower engine attached to a 62 inch, three-blade propeller. This rig is attached to a 500-square-foot parachute.

When LaSee guns the throttle, the vehicle moves forward, the chute fills with air blowing back from the prop, and LaSee and his machine fly. LaSee and his powered parachute cruise through the air at a speed of 25 to 28 mph. He can fly as high as 10,000 feet, but most often he prowls the skies at about 3,000 feet.

LaSee takes part in a growing niche of aviation. When he first started, there was only one powered parachute manufacturer in the country. Now there are four.

"They say that the powered parachute is the fastest-growing aspect of ultralight aviation," LaSee said.

It looks like a risky hobby, but LaSee said flying a powered parachute is about the safest form of flight there is, and it's his natural caution that has attracted the 54-year-old man to the aircraft. LaSee, who owns All Metal Stamping Inc. in Abbotsford, always has been fascinated with flight.

"I took some flight training in the early 70s, but I never

finished," he said. He tripped up in the portion of training where instructors block the airplane's windshield and the pilot needs to fly on instruments alone. "I just couldn't do it" LaSee said with a shudder.

In the 1980s, LaSee looked into flying an ultralight plane. These are small and light aircraft, usually with fabric wings. They look and sound like giant mosquitoes buzzing through the air.

But at that time, all of the ultralight planes were single seaters, so a novice pilot had to learn without the benefit of an instructor there. He also knew that fixed-wing aircraft can easily stall, losing lift underneath the wing. "They scared me bad", he said. He also toyed with the idea of buying a balloon, but balloons are expensive and a support crew is needed to fly them.

LaSee was beginning to think he never would be able to fly. Then, about seven years ago, he was driving on Highway 29 near Stanley and he saw someone floating through the air with a powered parachute.

With a little investigative work, LaSee found the pilot and learned more about the powered parachute. It's easy to learn, LaSee said, and there is no fear of stalling. If the motor cuts out, the parachute allows the craft to float to the ground.

LaSee has never been in a life threatening situation. The biggest dangers are cell phone towers, trees and

power lines. The speed of the aircraft is constant. To steer, a pilot pushes on a bar with his feet that has cables attached to the chute. The throttle determines how high the craft will go.

A pilot's hands are free. LaSee likes to take photos from his powered parachute. Colorful prints hang on the walls of All Metal Stamping. LaSee liked the powered parachute so much that he became a dealer and trained instructor. The powered parachute costs about \$9,400.

Bill Markstrum, 73, of Wausau is the newsletter editor for North Central Wisconsin Lite Flyers, a Wausau-based ultralight flying club. He said the number of powered parachutes has grown dramatically in the past few years. There are even backpack-powered parachutes which allow a person to fly without the rig below.

Its the simplicity of the craft that attracts people, Markstrum said.

"If you just sit and visualize being up there on a summer evening, it would be great," he said. If Markstrum didn't already have a craft, he said, he would be thinking about a powered parachute himself. "The safety factor is there," he said.

As for LaSee, he loves cruising slowly, just looking at the scenery. The beauty of the land is what drew him to flight in the fast place.

"We see those birds up there, and we imagine the view they have," he said.

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
- ✎ 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
- ✎ 1999 Kolb Firestar II, always hangared. 447 Rotax, 103 hours, powder coated, other extras. \$12,600 or offer. Gordon Kruffusz 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 Kolb. (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 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

If you lose your purse or wallet

We've all heard horror stories about fraud that's committed using your name, address, SS#, etc. Unfortunately I have first hand knowledge, because my wallet was stolen last month and within a week they'd ordered an expensive monthly cell phone package, applied for a VISA credit card had a credit line approved to buy a Gateway computer, received a PIN number from DMV to change my driving record info online, and more.

Here's some critical info. to limit the damage in case this happens to you or someone you know.

As everyone always advises, cancel your credit cards immediately, but the key is having the toll free numbers and your card numbers handy so you know who to call. Keep those where you can find them easily (having to hunt for them is additional stress you WON'T need at that point!).

File a police report immediately in the jurisdiction where it was stolen, this proves to credit providers you were diligent, and is a first step toward an investigation (if there ever is one).

But here's what is perhaps most important: Call the three national credit reporting organizations immediately to place a fraud alert (Continued on page 6)

NCWLF Calendar of Events

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@nmx.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 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



(Continued from page 5)

on your name and SS#. I had never heard of doing that until advised by a bank that called to tell me an application for credit was made over the Internet in my name.

The alert means any company that checks your credit knows your info was stolen and they have to contact you by phone to authorize new credit.

By the time I was advised to do this [almost 2 weeks after the theft] all the damage had been done (there are records of all the credit checks initiated by the thieves' purchases, none of which I knew about before placing the alert). Since then, no additional damage has been done, and the thieves threw my wallet away this weekend (someone turned it in). It seems to have stopped them in their tracks. The numbers are: Equifax 1-800-525-6285 Experian (formerly TRW) 1-800-301-7195 Trans Union 1-800-680-7289 Social Security Administration also has a fraud line at 1-800-269-0271

Tony Borchardt

MUSKY DAY

LAND & SEA FLYIN

BOULDER JUNCTION, WISCONSIN

SUNDAY AUG. 12, 2001

- Famous Darko Chicken For Fly-In Pilots & Crew 1 pm
- Sea Plane Doc and Tiedowns
- Young Eagle Flights
- Free Transportation To Downtown Boulder Junction Activities
- EAA Chapter 640 Meeting
- Fly In Saturday - Camp Over

Boulder Junction Airport (BDJ)
CTAF 122.9 = 1000 AGL Pattern
No Facilities, Fuel on Request

Contact: R.J. Payzer 715-385-2979
rjpayzer@nnex.net