



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476



Editors Notes

by Bill Markstrum

The older members of our chapter are somewhat hard-pressed to find the songs of their youth on today's airwaves. The words of one such song are going through my mind now as I sit on the outside porch writing this, "---for its a long, long time from May to December, but the days grow short when you reach September---". I was made aware of short days when my wife asked whether my newsletter copy was ready for Tom and Mark, since it was already deadline date, the fifth. So here I am, writing copy on a perfect flying day. A very light wind out of the southwest is barely moving the windsock on the airport fence and my view of the sky from horizon to horizon reveals not a single cloud. I just returned from the hangars where three of our chapter members were preflighting their aircraft for a trip north to visit Dean Turner. Dan Marlenga, Gordy Radtke and Russ Post are taking advantage of this perfect day to check Dean's progress on the brand new SeaRey Dean is constructing. Knowing Dean, he will be airborne before long with the help of, or in spite of our three Quality Control experts on site there today.

With such a perfect and quiet day I can hear the pounding of a neighbors hammer a block away and could almost imagine hearing the flapping wings of the butterfly that just passed by. Such will not be the case next Wednesday, September 10th. when thirty-one antique aircraft descend on the Wausau Downtown Airport, re-creating the 1925-1931 National Air Tours. The Wausau airport, as Bob

As summertime unwinds
And days are much less hot,
We hope that in your ultralight
Your rubber bands do not!

Wylie pointed out in his excellent book on Wausau's aviation history, "Wings North", was privileged to be a way-stop on those early tours, and so we are again, for the re-enactment.

Many of our chapter have joined the airport volunteer group helping out with the logistics of plane parking, refueling and crowd control. I'm very excited (being almost an antique myself) to see these beautiful old airplanes sitting just across the fence from my house.

September tenth, being a weekday, many of you will not be able to make the scene, but rest assured, our

faithful and skilled Videographer, Ron Detert, will be on hand with fresh batteries and plenty of film. There will be copies of this historic event in Ron's Chapter Lending Library. If you can make it, do so. We may put you to work to "protect our planes" and you can get up close and personal to real airplanes with round engines. Incidentally, the local TV channels, 7 and 9, are scheduled to do in-depth reports on the event.

Another, always special, event in September will be the meeting, food, entertainment and lots of flying at Mark and Toms September 20th and 21st. The usual campfire is in question due to the extremely dry conditions. There may be some advantage to that since the fire often attracted the weirdest people like a moth to a candle. Remember the old Indian Medicine Man, "Drooping Windsock" from the Rotaxus tribe? And then last year, the old airmail pilot that crash-landed near by? Anyway, see you there!

Keep your prop turnin'
Bill Markstrum

Volume 8, Issue 9
September 2003

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If you want to grow old as a pilot, you've got to know when to push it, and when to back off.

Chuck Yeager

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NCWLF Treasurer Report August 2003

Balance Fwd	\$ 982.95		
Checking Deposits		Disbursements	
Dues	<u>34.00</u>	Postage	19.98
		Newsletter Supplies	14.75
Total Deposits	<u>\$ 34.00</u>	Total Disbursements	<u>\$ 34.73</u>
		Ending Balance	<u>\$ 982.22</u>
		Savings Deposits/Int	.21
		Savings Balance	<u>\$ 500.41</u>

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.

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 Marathon, WI 54448

tvoss@pcpros.net

Items received by the 5th are considered for that months' publication.

Change of address and membership inquiries should be directed to:

Steve Norris (715) 675-2876

Comments, questions, suggestions, etc... can be sent to tvoss@pcpros.net

2003 Musky Day Fly-In



Also we had a grand Northwood's view of Mars. It was something to see. Saturday was another great day and I had to twist Steve Kruegers arm pretty badly to take volunteers on a Rans S7 amphibian

and directed traffic. Planes coming in thought they were being controlled by Minneapolis Center. John was out all day and even stayed on as the planes were leaving. Pat Kinney was parking planes. I was not successful in getting any mopeds to help so Pat drove all the way home and got his Honda Trail 90. Of course he looked majestic as he mounted his steed.

As I look back at this years 2003 Musky Day Fly-in I marvel at what a success it was but even more-so, all the great volunteers. Of course with Joey, Darko, Cal, Fran, Ev and many others it started months ago. But Friday night 8/8/03 the campers started to move in at the Boulder Junction Airport.



All the aircraft went through registration. And who manned the registration table but non other than "The Gals of 75" They regis-

Steve Krueger and Pat Kinney showed up Friday evening. Saturday more campers showed up with their airplanes and Steve Krueger hosted the now famous pontoon boat ride with Mexican beer and lime. It was a terrific night and we even needed another pontoon boat to handle the people. Gordy captained my pontoon boat and nursed it along. He politely told me the engine needed a tune-up badly. We missed Billy Markstrum and his accordion because they wouldn't let me take my keyboard organ out on the boat.

ride. I was amazed; he didn't put up too much resistance. On Saturday Steve spent most of the day operating out of the boat dock in front of my cottage. Then came Sunday



tered 62 aircraft and about 175 chicken dinners. Of course Steve was busy giving rides and he even learned how to "Step-Taxi" to speed up the program. For the two days he logged close to 10 hours giving



and this is where the volunteers kicked in. I want to say that the gang from Chapter 75 was just terrific. They didn't have to be asked to pitch in, THEY JUST DID! John "Hollywood" Kirstein went out

rides. Needless to say N511RP, "The Wings of Robertjohn" is now resting quietly in the hanger. Joey was serving the food. But sure enough, there was a need and the "Gals of 75" stepped in without asking. You can just see Karen

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Next NCWLF Meeting Sept 20

Our next chapter 75 meeting is on Saturday, September 20, 1:30 PM at the Blume-Voss Fly in. This is a joint meeting with EAA Chapter 243. See flyer in newsletter for additional details. Hope to see you there.

Antigo Airport Construction

Antigo runway 16/34 will be closed for construction beginning August 18, 2003. Number of weeks closed is unknown. Runway 8/26 will remain open. Airport phone # 715-623-5901 Also, on August 18, 2003 a construction crew will move JJs hangar to a new location 300 ft. west of the FBO.

Waupaca Airport Construction

Waupaca Airport - Proposed airport closure to begin on or about Sep. 8th and to run for approx 21 days. Non-directional beacon transmitter will be deactivated on or about Sept. 2nd. It will remain out of service until such time as the new runway project is completed. The west taxiway (mid-runway) will be removed on or about Sept 2nd. Please plan on using the east taxiway (connects to runway 30) for the duration of the construction project. Beginning immediately, there may be workers and equipment operating within the 250' runway safety zone on either sides of the existing runway 12/30. Please contact Unicom 122.80 for current information

2003 Musky Day Fly-In cont...

(Continued from page 3)

Krueger help with tossing out the grub. And yes the last plane to leave was Syd's grand champion Aircoup. He and Norb Brost had been giving Young Eagle rides all day. Again they volunteered. If Syd is not a member or honorary member of Chapter 75, he should be. Well the day was done and

all left safely. Fran and the tent team came up and took the army tent down on Thursday. The campsite and airport was cleaner when they left than when they came. Our town chairman and his crew were there for part of the day. I think they were impressed by what a terrific job all had. I forgot to take pictures so all the pho-

tos were taken by Steve Norris and Jerry Feldbruegge. So many, many thanks to all the helpers and volunteers. You are all welcome to come again next year, the 2nd Sunday in August but remember to get a Musky Day Fly-In cap, you must fly in.

PAYZER

Sport Pilot / Light Sport Aircraft

The proposed sport pilot and light-sport aircraft (SP/LSA) rule passed a major milestone when FAA Administrator Marion Blakey announced at EAA AirVenture Oshkosh 2003 that the FAA had completed its work on the final rule. The rulemaking package has now been forwarded to the Department of Transportation (DOT) for review.

After approval by the DOT, the SP/LSA rule will be forwarded to the Office of Management and Budget (OMB). Upon OMB approval, the rule will become official when it is published in the *Federal Register*. The effective date of the rule will be announced at that time. According to government rulemaking procedures, both DOT and OMB are allowed 90 days in which to complete their reviews.

In announcing that she had signed the rulemaking package, FAA Administrator

Blakey said, "This rule will serve the needs of aviation enthusiasts for many years to come. It is one of the most important initiatives for general aviation in the last 40 years. The new rule will greatly reduce the barriers to becoming a pilot and an aircraft owner. I can assure you I'm going to work very hard with DOT and OMB as the rule continues to move forward."

Meanwhile, EAA continues to work closely with the FAA to ensure that all training and aircraft inspection infrastructure needs are in place to allow members to fully realize the benefits of the rule once it becomes official. EAA also has worked closely with aviation industry representatives, through the ASTM International standards-setting process, to establish light-sport aircraft manufacturing standards.

The light-sport aircraft por-

tion of the rule will require that all manufacturers uphold the consensus standards that are being established by the industry/community/government committee administered by ASTM, Int'l., thus ensuring that each new ready-to-fly light-sport aircraft will be constructed within accepted design and quality assurance standards. Most of the ASTM standards for LSA are expected to be completed when FAA issues the final SP/LSA rule. The powered parachute standards are already completed and the fixed-wing committee has completed its quality control standard. It is in the final stages of balloting its other standards. The weight-shift (trike), gyroplane, and glider committees have also begun work on their various required standards. After the final SP/LSA rule is published, the various consensus standards will be adjusted as necessary to meet the speci-



Tech Tips Gordy Radtke

Muffler Springs

This tip is very useful, albeit simple. Muffler springs are always a source of worry and maintenance for an ultralight pilot. Hopefully this tip will simplify your life by reducing one of the worries we have while flying. The standard Rotax muffler spring is made of high carbon spring steel that has the high possibility of rusting. On top of that the springs are subject to

available under p/n 414-893-700 from your local Ski-Doo dealer and retails for just over 2 bucks apiece! Now it is still a good idea to add a strip of high temperature silicone to the outside of the spring to reduce resonant vibrations and also safety wire the spring through the hooks of the muffler system. With this simple update done the chance of muffler spring going through your expensive prop is greatly reduced.



Below is a picture of this spring along side a ruler so you may compare to your needs. Happy flying and may the sun always shine and tailwinds be at your back!

Gordy

temperature extremes and also abnormally high vibration patterns. This means the standard springs have a fairly short service life. This is exactly why the aftermarket people have designed alternative muffler joint holding systems that are becoming quite popular. Well there is a very simple, reliable and inexpensive alternative to this dilemma. Bombardier Ski-Doo dealers sell a high quality stainless steel muffler spring that is used on most every new Ski-Doo today. This spring will not rust, has better resistance to fracturing from vibration, and looks like new for it's entire life. The spring is

Hi Tech Guy -

I talked to someone at Airventure a few weeks ago from Rotax that said there were 582 snowmobile engines it may even have been you?? But I found your email on a website regarding Rotax topic. So you say there definitely was a 582 snowmobile version? Can we say for certainty that if the engine I have has only 1 spark plug per cylinder that it is the snowmobile version? Or did they make the aircraft 582 with one spark plug at some point in the past?

On the engine it has Bombardier GmbH, Gunshirken, Mot Nr. 4078165 Bore 2,76

mm Stroke 64 mm capac 580,6 cc Type 582 Made in Austria

It has Bombardier and Rotax stampings all over the engine.

Lastly, didn't the ultralight guys use the snowmobile engines in the early years back 20 years ago?

Thank You,
Greg Otto

Hi Greg -

All UL 582's have dual ignition since day one. All Snowmobile engines have single ignition. The 532 UL had single ignition however. The 582 was built in two different versions for snowmobiles. The one with a variable exhaust or RAVE valve produced around 100HP at 7800 RPM. This is normally not suited well to UL use. The detuned version produced around 90 HP at 7500 RPM and the port timing is similar to the UL. The rotary valve timing and port timing and single ring piston used on Snowmobile engines is designed for High HP at high RPM applications and not the high torque good fuel economy normally associated with UL use.

I hope this helps a bit more in determining what type of engine you truly have.

Gordy

Hi Tech Guy -

Where can I look to find all the derivatives of the Rotax 582 that were manufactured

(Continued on page 6)

Fly the Bluffs of the Mississippi

Sept 26 - 28

Fly the bluffs of the Mississippi River at Buffalo Wi. Land on the river or at Haeuser Field 44 14 14 N 91 51 08 W. Free shuttle service to the river (1/2 mile) for a boat ride to the LaSee house boat. Stay over night - sleeps 10 + floor + roof + tents + campfire + barges + stars etc... Grass strip 2000' 15 /33. Watch for irrigation stuff. Bring lawn chair. Pork Chops and music provided. Bathroom for the ladies. Jack and Dolly LaSee 715/223-4540 or 715/223-6324

Northern IL Sportplanes club

Here is a link to the home field for our Sportplanes club in northern Illinois. If anyone would like to use this as a stop/fuel place we would love to see you.
<http://Groups.msn.com/Sportplanes>
 Thanks - Howard

Video Library

Hey you guys, I know the weather right now is "flyin' weather, but, in the evening you could watch yourself flying and having a good time. I'll have the library at the next meeting. Look it over and "check out" a tape. ENJOY!!!

Ron Detert



Tech Tips cont...

(Continued from page 5)

including snowmobile and aircraft versions? And will the Motor Nr. identify this information for an engine and who can look this up?

Thanks,
 Greg Otto

Hi Greg –
 Unfortunately there really is

no good listing of all the derivatives. There are many versions of this engine displacement and the serial number will not differentiate them. The later ultralight engines all have dual ignition and are drilled and tapped for a gear box. The snowmobile versions all have single ignition and are

cast but not drilled and tapped for the box. The snowmobile versions have a slightly lighter crankshaft and different port timing, and pistons, and are not optimized for aircraft use

Hope this helps.

August 2003 NCWLF Minutes

EAA UL Chapter 75 meeting Aug 16th 2003 Lake of the Woods campground Wautoma. Meeting called to order by Steve Krueger at 8:12. Introduction of members and guests. Motion to accept Sec. & Treasurers reports as published in the newsletter... there was a 2nd and the motion passed.

Old business Steve K gave a report on Bolder Jet. Musky Days and thanked Bob Payzer and all involved. There was also a report on Airventure 2003 being the best ever... estimated atten-

dance 770,000. Aircraft on the ground and at surrounding airports neared 11,000 with a record breaking 2,960 show planes registered.

New business, Steve noted that Ron Detert spends a lot of his own time and equipment video taping chapter functions and suggested the chapter might be able to get him an extra battery for his camcorder. It was discussed and Joe Mapes made a motion we buy him a battery 2nd by Steve Kutura. Harold Benish invited everyone to

the 12th annual Sweet Corn Roast Fly-IN at Math Aire Airport (About 15 miles NE of Madison) on Labor Day weekend Friday night through Monday. Call Harold 608-279-6829 for more information. Carl Green would like every one who can to attend the Crivitz airport day.. he will Get Tom Voss more info for the web site and newsletter. Steve K reminded every one that the Blume-Voss fly-in is the 3rd Sat in Sept.

Meeting Adjourned at 8:45.

Joe Mapes

Dean Turners new Sea Ray Kit



I made it home



Time to turn this into an airplane. Stay tuned.

Buy | Trade | Sell

- ✦ 1990 Challenger single seat. For sale due to two place upgrade. Long dacron wing, Rotax 447 single CDI ignition Appx. 90 hrs. VLS 750 BRS chute, electric start, electric fuel pump, inline pulse pump, wheel pants, doors, snow skis, 10 gallon tank with electric fuel gauge \$8000 Call or E-Mail for more info and pics. 262-820-9938 steve.magdic@lpsg.com
- ✦ StarLite Tail Dragger Selling due to 2 place upgrade Single seat rocket N112SL 120mph cruise 45mph stall Built 1986 featured in Sport Aviation Mag of that year. Rotax 447 dual carb, appx. 30 hours, aux.power outlet, electric fuel pump, inline pulse pump Condition inspection complete 9/9/03 \$8500 Firm Call or E-Mail for more info and pics.Steve Magdic 262-820-9938 steve.magdic@lpsg.com
- ✦ Wanted: Aircraft recovering supplies. Poly-tak, Poly-Brush, Fabric, 107wt, Acid wash, or aluminum cleaner, tapes, Bias and straight. 1" and 2" I could use what ever you have left. I need about 47 yards of fabric for a Bi-Wing. Call me with quantity and price. Pat Kenny Eagle River, WI 715-479-5036 stinkstix@nnex.net
- ✦ Rotax 503 DCDI, 3 hours TT, pull start, primer kit and enricheners(Choke kit) new heavy duty fuel pump. No exhaust. New seals and inspected. Replaced by a 582. \$2700 obo. Richard Penney 715 235-2190
- ✦ 2001 Aventura HP503



Factory Built, < 50 hours, several extras! Rotax 503 dual CDI with dual Bing Carb upgrade. Electric flaps, electric starter, Ivo prop. BRS-750 soft-pack (\$1,835 value) Airspeed, Alt, RPM, CHT, dual EGT, VSI. Wing tip strobes bilge pump and extra Aux switches. Included not yet installed Auxiliary electric fuel pump, fuel gage, oil injection kit with mounting hardware. Not included but negotiable Comtronics Aero Pro-500 Helmet/Headset (\$500 retail),custom push to talk in joystick, Icom A-22 adaptor, Ram radio/GPS mount, secondary 12 Volt independent accessory power supply, always hangered \$17,900 Steve Norris 715-675-2876 715-551-8606 steve4022@charter.net
- ✦ Wanted: Used handheld or base aircraft radio.
- What I would really like is the older handheld STS radio, but it wouldn't have to be. Jeremy Viegut 715-571-1425 after 3:30 pm sir_jeremy@yahoo.com
- ✦ 2002 Quicksilver Sport 2S, strut braced, 582, oil injection, blue with yellow trim, dealer built, new with 50 hours TT, no damage, \$17,500 Sean Curry 920-787-1810 or curry@vbe.com
- ✦ 1983 Tierra Ultralight, Originally 2 place converted to single, 503 Rotax single Bing 54 Carb, Single Ducati ignition from late 90s Ski Doo engine time approx 60 hrs new, full enclosure, new IVO ground adjustable prop, new tow UL SC strobe, new battery and rectifier and voltage regulator, BRS 4 canister chute (past repack date), fuel gauge, airspeed, new cylinder head temp, dual exhaust gas temp gauges, variometer, Tiny Tach & Hobbs meter. \$5,000 Tom Corso weekdays 262-786-4450, home 262-521-2794 cell 262-474-1977.
- ✦ Challenger completed in 1997, Single Seat, 230 hrs AF&E, 503 Rotax with Carbon Fibre Warp-Drive Prop, Nickel-edge Dual CID Ignition, Icom A2Z Nav/com, Strobes, Garmin Handheld GPS Mounted, Cabin Heat off Exhaust, Plexiglas Doors, Skis, Extra prop and other stuff. Asking \$14,000.00 Ed Johnson 715-287-3263.
- ✦ Rotec Rally 2B 447 CDI B.R.S. 500# soft-pack 4 blade Ultra Prop ICOM A3 radio and headset. \$1750.00 Paul Zarnke 715-848-1816
- ✦ Kitfox Lite. Low time 2si engine, BRS chute, trailer and transport package available. Pictures at <http://www.geocities.com/Pipeline/Reef/9058> Asking \$14,000. Tim Duquaine DePere, WI tduquaine@new.it.com
- ✦ 1997 T-Bird 1 325hr. Rotax 503 dual ignition / single carb, oil inj, elec start. Cockpit has full enclosure, full compliment of analog gauges mounted in lexan panel. Includes streamlined strut covers, hyd. brakes, 6 & 12 gallon gas tanks, snow ski's, and BRS 750 Soft Pack parachute. Asking \$ 8,000. Also available: Hanger rental on premises \$90 month. Bob Zaretzke 4720 Martha Lane Pewaukee WI 53072 262-781-2251 cell 414-791-7670
- ✦ Looking to trade a 26 ft GMC motorhome for a Cherokee 180, 160, 140 or a Cessna 172. Something to train in and build hours. Does any-

(Continued on page 8)

Buy | Trade | Sell cont...

(Continued from page 7)

one have a Falcon XP for sale or trade, flying or a project? I also have a nice 18 ft sailboat I could trade for a Falcon-XP. Ron 573-348-4654 rbeller@midmo.com

➤ 1992 Challenger 2 503

Rotax engine, updated wings, new puddle jumper floats with retractable wheels. BRS chute, new windows, fiberglass nose cone, flapperons, strobe lights, ski hardware, extra balloon type tires with hydraulic brakes. and held

Delcom radio, instruments, and much more. \$ 18,200 or best offer. Glenn Wagner 715-453-8461. Glensnr71@klinktech.net

➤ Titan 1 with custom paint - 582 Rotax with 0

rebuild time on engine. Fully updated by Gordy Radtke. Jump seat option / BRS-5 chute. Full instrumentation with EIS. \$ 18,500 Tim Hannagan 92 0/734-8682 Appleton, WI

2003 NCWLF Calendar of Events

September 10, 2003 National Air Tour

Wausau Airport More than 25 rare, vintage aircraft from the 20's and 30's.

September 20 - 21, 2003 8th Annual Blume-Voss Fly-In & Chapter 75 Meeting

Little Chicago, WI ** No Bon-fire this year - too dry. Will have music inside! **

September 26 - 28, 2003 Fly the Bluffs of the Mississippi

Buffalo, WI Haeuser Field. LaSee House Boat - stay the night. Jack and Dolly LaSee 715-223-4540 715-223-6324

October 18, 2003 Chapter 75 Meeting

Location TBA

November 15, 2003 Chapter 75 Meeting

Location TBA

December 13, 2003 Chapter 75 Meeting

w/ EAA 640 & 243 Merrill Airport

Check these websites for other events:

www.dot.state.wi.us/dtid/boa

www.brainerd.net/~syzygy/wisconsin2.htm

Calendar of Events is updated monthly.

Contact Tom Voss tvoss@pcpros.net to list events in subsequent newsletters

Excellent Hangar or Storage Units



8 to 48 ft wide

Contact George Kramer

Deerbrook WI

715-627-7925 gmramer@msn.com






8th Annual Blume-Voss Fall Fly-In

SEPTEMBER 20 & 21, 2003
 15203 SHORT LANE
 MARATHON, WI
 (715)443-2835

1,200' X 75' GRASS STRIP PARALLEL
 TO SHORT LANE
 (N 45° 01.414) (W 89° 49.789)
 POWER LINES ON EAST END.



SATURDAY SEPTEMBER 20 ACTIVITIES

- FLYING FROM 1:30 TO SUNDOWN
- 1:30 - EAA CHAPTER 243 & EAA ULTRALIGHT CHAPTER 75 JOINT MEETING
- 2:00 - LUNCH SPONSORED BY EAA CHAPTER 243
- 7:00 - DINNER SPONSORED BY EAA ULTRALIGHT CHAPTER 75
- BRING A DISH TO SHARE

**AFTER DARK
 LIVE MUSIC
 JJ SMITH
 JIM SHNOWSKE
 SPECIAL APPEARANCE BY
 WINDSOCK WILLIE**



**BRING YOUR FAVORITE BEVERAGE
 (MUSIC IS INSIDE THIS YEAR—NO CAMPFIRE—TOO DRY)**

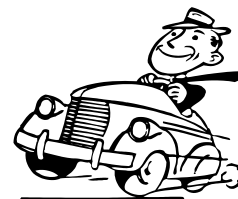
SUNDAY SEPTEMBER 21

- 8:30 AM PANCAKE BREAKFAST SPONSORED BY EAA ULTRALIGHT CHAPTER 75



**CAMPING AVAILABLE
 (NO HOOKUPS)**

BY CAR: From Wausau
 Take Hwy 29 West 10 miles to Marathon City.
 North on Hwy 107 6 miles to Short Lane.
 East on Short Lane 1/2 mile.



MARK HANSON: HOME 1-(920)-822-1140 WORK 1-(920)730-0205 M/F

FALL FLYING FIASCO 03

SUN SEPT 28TH (MON NITE PACKER GAME)



“HANSON FIELD”

5MI NORTH OF (92C)

N 3238 GREENVALLEY RD. PULASKI WI

RUNWAY 9/27... WATCH FOR TOWER 2MILES NORTH!

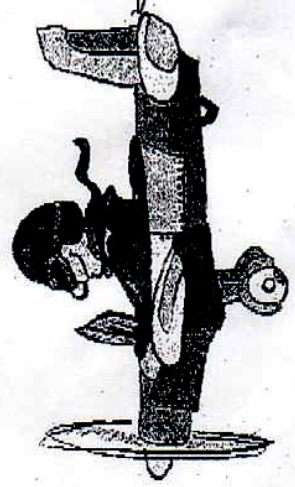
(GPS COORDINATES N44°41.950 W088°15.785)

10:00 AM - 4:00 LUNCH SERVED 11:00

**** CAMPING AVAILABLE ** BATHROOMS ****

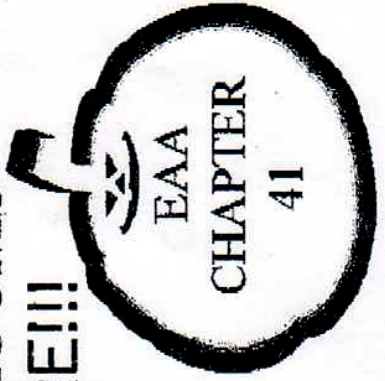
AIRPLANE RIDES !!! BON FIRE!!!

BRING A DISH TO PASS !!!



MONEY SPLIT BETWEEN
SHELLEY MARLENGA
SCHOLARSHIP FUND
& CHAPTER 41

FOURTH
ANNUAL



WE'RE ON THE WEB
<http://www.pcprows.net/~tvoss>

Chapter 75
North Central Wisconsin
Lite Flyers
PO Box 12
Schofield, WI 54476

