

# EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

## Editors Notes

Happy *Cinco de Mayo!* Another beautiful, almost windless, May morning. As I lingered over coffee, I noticed the windsock on the back fence hanging almost motionless and at the same time, heard a Rotax engine sound fading in the distance. I would guess it was Russ Post enjoying this beautiful morning.

On these warm spring days the hangar doors open and the colorful ultralights of our members emerge like butterflies from their cocoons. We, who are as yet, wingless creatures, envy you your wings and further say, enjoy!

I brought my wingless Moni fuselage out of its cocoon last week for a special, worthwhile event in the big new hangar at the Wausau Airport. Connie and Joe Conrad (brother of Dave Hatz Biplane Conrad) are dedicated scout leaders and had arranged with John Chmiel to run their own Cub Scout *Space Derby* in the hangar. The rubber powered, prop driven craft which the cubs and their fathers construct, are hung from wires between two stanchions and race against each other. Great fun to hear the kids countdown to launch and watch the craft race.

Connie had requested my presence and that of any others of our group to add to the aeronautical theme and an-



swer questions about flying and the planes in the hangar. I polished up the Moni fuselage, put in the new seat cushion and wheeled it over to the corner of the big hangar. Throughout the evening and between the races the kids would line up to sit in a *real* airplane. Occasionally I would lift the tail and *fly* them. If the control stick and throttle survived them it will survive flying.

As usual, our faithful and talented Videographer, Ron Detert, was there to record this fun evening for the kids and their leaders. Dan Marlenga taxied up to the hangar and answered questions about his beautiful plane. Thanks Dan, Ron and John Chmiel for representing our flying community in such good light. And thanks too to Connie and Joe and their group of scout leaders for giving us the opportunity to educate these fine youngsters. We were proud to conduct our *pre-young eagle* service.

Our April meeting was held at Dean Turner's at No-

komis, and as usual, was an event to remember. Early arrivals (by ground transport) gathered at Dean's improvised airstrip. He has recently cut pines on both sides of the runway and as well on the approach from the north making it almost useful 2400 feet. Dean indicated he is going through the red tape to get it added to sectional maps.

The weather deteriorated rapidly and we all adjourned to his interesting *Scripps Oceanography North* home. If you haven't been there you must make the next meeting at this educational place. Dean and Carrie Frank have aquariums of all sizes throughout the house filled with exotic fish whose names I can never remember. The high point is watching Dean and Steve Norris feed the two eels. Dean is setting up another huge tank in the basement. When we asked him what would go in it he said he had a *Mermaid* on order. Can't wait for the next meeting!

Preceding the meeting, Steve Norris announced that he had the new membership cards for anyone wanting to renew at that time. If you haven't gotten your 2000-2001 card yet, they are beautiful! Thanks Steve - you are an *artiest*.

President Steve Krueger con-

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May 2000

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*Turner's at*

*Nokomis, and as*

*usual, was an event to remember.*



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Lite Flyers**

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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  
Marathon, WI 54448  
tvoss@pcpros.net

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

Change of address and membership inquiries should be directed to:

Steve Norris  
(715) 842-4286

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

**NCWLF Treasurer Report  
April 2000**



<b>Balance Fwd</b>		<b>\$ 498.87</b>
<b>Deposits</b>		
Dues	\$ 300.00	
Colanders	\$ 10.00	
	<b>Total</b>	<b>\$ 310.00</b>
<b>Disbursements</b>		
Postage	\$ 29.72	
	<b>Total</b>	<b>\$ 29.72</b>
<b>Ending Balance</b>		<b>\$ 779.15</b>

**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# \_\_\_\_\_

**Membership Dues Schedule**

- \$ 12 May
- \$ 9 August
- \$ 6 November
- \$ 3 February
- \$ 11 June
- \$ 8 September
- \$ 5 December
- \$ \_\_\_\_\_

*Payment of dues affords me voting privileges, and a subscription to news updates.*

## Editors Notes

(Continued from page 1)

ducted his usual business-like meeting. Some of the key items are as follows:

- Work parties or individuals needed at Oshkosh in preparation for Air Venture 2000. Be fed, bunked and have fun if you have the time to volunteer.
- The Slipstream people are expecting our visit on June third. Steve will probably explain elsewhere in this issue.
- Nominations were opened for upcoming election of officers. Not to worry, we've got some great talent in our chapter.
- Steve reminded everyone of the May meeting at John Verfuert's and the importance of practice on John's bombing range in preparation for Pioneer Days, Gathering of Trophy's.

Speaking of Pioneer Day, you

## Next NCWLF Meeting

Our next chapter 75 meeting will be at John Verfuert's Air Strip Saturday, May 20 at 10:00 A.M. (note unusual time). The rain date is Sunday, May 21.

John has camping available

## Dues, Dues, Dues

Yearly dues for club membership expired April 30. Dues are \$12.00 for our membership thru April 2001. Check

*Top Gunners* have special incentive this year in that we have been challenged by two state UL chapters, 1 and 41, the winner to keep the traveling trophy and bragging rights for the year. We are designing the trophy now and consists of the inscription within the Wisconsin state outline. This is being laser-printed on a slab of wood and will be called the *flight log*. Yearly winners will be engraved on individual brass plates.

The inscription reads as follows:

### **PIONEER PROFICIENCY PLAQUE**

***Be it here known, that the EAA Ultralight Chapter presently in possession of the trophy has demonstrated superior flying skills during the annual competition at Pioneer Airport, Oshkosh. This competition includes spot landings, bomb drops and torpedo runs. Bragging rights shall remain with this trophy throughout the year.***

Carl Greene had a sad tale to

for both Friday & Saturday with a bonfire each night.

After our meeting our chapter will have a Brat Cookout & Picnic, Bring your favorite brand of Bratwurst. Following lunch we will do our own

your mailing label, if it shows 4/30/2000 your membership has expired! This will be your last newsletter. You can re-

tell about one of his flight students. I think I'll ask him to write up the story in the next newsletter. Firsthand tales are more accurate.

Our April meeting ended with the always tasty and abundant food served by Dean and Carrie. Smoky Turner cooked the brats himself and they were only bettered by Carries special dessert. Thanks so much both of you!

We left Nokomis by way of Deans airstrip where he demonstrated his portable sawmill. Great education Dean, if only you had aircraft grade spruce on your property!

As mentioned earlier, it was not flying weather that day, even Gordy Radtke had to turn back to base after icing up near Merrill. At least Dean made sure we *logged* some time!

Bill Markstrum

fun fly competition. Volunteers will be needed to help judge the event. See map on the events page for directions or you can call John at (715) 387-3856 for additional details. See you there!

new at our next meeting or mail a check to:

NCWLF  
PO BOX 12  
Schofield, WI 54476



No flying today ... those clouds look intimidating.

*Our next chapter 75 meeting will be at John Verfuert's*

## Homebuilders Corner



**Bob Warner**  
Vice-President, EAA

*"This is an important  
safety message"*



Do you sometimes feel that we in the world of aviation are being beaten over the head with safety messages? Do you ever wonder if other motorized sports are as compulsive about keeping the issue of safety in front of their participants?

The truth is, we may be more compulsive about the issue of safety - though not having spent months reading snowmobile and boating magazines I can't say for sure we have a lock on that issue. But, the reality is we must consider safety at every turn literally. Perhaps our compulsion has its roots in the military world, which has influenced the world of aviation greatly. But, no matter what the source, the truth is we have to accept that we work or play in an environment that is regulated and highly technical; in which the margin for error is less than in the two-dimensional world. It is part of the price we pay for that three dimensional freedom of expression and experience of fun that we enjoy.

Safety is an issue we simply cannot ignore. It must be on our minds every time we fly. Perhaps RV designer and FAA Homebuilt Hall of Fame inductee Dick Van Grunsven said it best in a recent article about training in his company's *RVator* publication...

"The private pilot flight test consists of demonstrating the minimum skills necessary to exercise the privilege of that certificate. From this viewpoint, it follows that the pilot will continually strive to add to and improve upon these

minimum skills after he or she gets their certificate."

Such a mindset creates better, more confident pilots and reduces accident rates. It also should cause all of us to ask ourselves whether we're continually striving to improve our pilot skills or whether we're content to "skate" along with our minimal skills. To paraphrase a popular marketing statement. If you're not increasing your skills, you're losing skills.

As we approach the summer flying season, let's ask ourselves this question: Do we seek to learn more about our airplane every time we fly? Are we missing the opportunity to learn - not only from our own experiences but from the experiences of others? Can we ever know too much? Do we take advantage of the safety information sources available to us? These are important questions to consider as we look forward to enjoying our favorite pastime.

At EAA, we continuously strive to expand the safety information available to our members. New safety features are being presented in *SPORT AVIATION*, and considerable safety information has been added to the FAA website. As we review the content of the Forums to be presented during *FAA AirVenture*, we're keeping an eye toward making sure that more than ever their content is directed toward providing important safety information.

The EAA Ultralight Council encourages the development of state ultralight safety seminars, and the newly formed

Homebuilt Aircraft Council is focusing immediately upon safety issues related to homebuilts. I'm also noticing even more safety information than ever in local EAA Chapter newsletters and on their websites as well.

Of course, EAA is not the only place for safety information. Even with the kudos we have received from FAA and the National Transportation Safety Board (NTSB) for our Technical Counselor and Flight Advisor safety programs, those agencies acknowledge that not everyone is an EAA member. (Of course, we know what they're missing!) Even Textron-Lycoming tours the country with a series of seminars on how to better and more safely operate their engines.

I recently spoke at the 20th annual Illinois Ultralight Safety Seminar. This event is sponsored jointly by the Illinois Bureau of Aeronautics and the Illinois Ultralight Advisory Council. It is the longest continuous running such event in the country. It was truly heartening to see nearly 500 people spend an entire Saturday dedicating their time to learning how to be safer in their sport. This well-organized event imparted information that will help pilots operate their ultralights and light planes in a safer environment, resulting in reduced accident risks and greater respect for our sport.

So, why do we have this great safety obsession? Well, frankly, our lives depend on it, and the viability of our

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## Homebuilders Corner

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sport depends on it, too. The general public who are not pilots expect a certain level of competency and discipline from those of us who defy gravity above their heads. And, honestly, it is that public, not we pilots, who hold the fate of our continued privilege to fly in their hands.

They are the ones who can quickly convince legislators and regulators that our activities should be restricted. Consequently, for both our own personal safety and the common good of the flying community, a regular injection of safety information seems worth while.

Have a wonderful, SAFE, fly-

ing summer. Let's help one another be safe and have the most fun we can with our flying machines. That's this month's "important safety message."

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Occasionally, airline attendants make an effort to make the "in-flight safety lecture" and their other announcements a bit more entertaining.

Here are some real examples that have been heard or reported:

1. From a Southwest Airlines employee.... "There may be 50 ways to leave your lover, but there are only 4 ways out of this airplane..."

2. Pilot-"Folks, we have reached our cruising altitude now, so I am going to switch the seat belt sign off. Feel free to move about as you wish, but please stay inside the plane till we land...it's a bit cold outside, and if you walk on the wings it affects the flight pattern."

3. After landing: "Thank you for flying Delta Business Express. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride."

4. As the plane landed and was coming to a stop at Washington National, a lone voice comes over the loudspeaker: "Whoa, big fella. WHOA"

5. After a particularly rough landing during thunderstorms in Memphis, a flight attendant on a Northwest flight announced: "Please take care when opening the overhead compartments because, after a landing like that, sure as hell everything has shifted."

6. From a Southwest Airlines employee.... "Welcome aboard Southwest Flight XXX to YYY. To operate your seatbelt, insert the metal tab into the buckle, and pull tight. It works just like every other seatbelt and if you don't know how to operate one, you probably shouldn't be out in public super-

## NCWLF Calendar of Events

**May 20, 2000 John Verfuert Fly-In Picnic**  
Spencer, WI. Also NCWLF Monthly Meeting

**June 3, 2000 Slipstream Industries Fly-In**  
Wautoma. Slipstream will have an open house and fly-in. Factory tours and building seminars. Demo rides and food along with camping and showers on the field.

**June 4, 2000 Fly-In**  
Wile Rose Idlewild Airport. Don Gunderson 920-622-4020

**June 17, 2000 Pioneer Day**  
Oshkosh & NCWLF Monthly Meeting

**June 17, 18, 2000 Airport Fun Days**  
Lakeland Airport. Arbor Vitae. Larry Hanna 715-356-1094

**June 18, 2000 Annual Fly-In Breakfast**  
Waupaca Municipal Airport Russell Bargo 920-867-3201

**July 7, 8, 9 Gumps Flying Circus**  
Northport Airport. New London. Carl Eichenauer 920-731-5037

**July 8, 9, 2000 Central County Flyers Breakfast—Iola Old Car Show Fly-In**  
Central County Airport. Iola. Dennis Kubczak 920-244-7850

**July 9, 2000 Annual Fly-In Pancake Breakfast**  
Eagle River Union Airport. Eagle River. Pat Kenny 715-479-5036

**July 15, 2000 NCWLF Monthly Meeting**  
Location to be determined

**July 15, 2000 IFR/VFR Seminar**

Volk Field. Camp Douglas. John Dorcey 608-267-2142

**July 22, 2000 40's Wing Ding 2000**  
Wausau Downtown Airport. Wausau. John Chmiel 715-845-3400

**July 23, 2000 EAA Chapter 992 Fly-In & Pancake Breakfast**  
Marshfield Municipal Airport. Marshfield. Noreen Moen 715-387-6417

**July 26 - August 1, 2000 EAA AirVenture Oshkosh**  
Details to follow

**August 6, 2000 Merrill Airport Day**  
Merrill Municipal Airport. Merrill. Beverly Cornelius 715-536-2842

**August 13, Boulder Junction Musky Day Land & Sea Flying**  
Boulder Junction Airport. Boulder Junction. Bob Payzer 715-385-2979

**August 19, Lake of the Woods State UL Fly-In**  
Wautoma, WI. Also NCWLF Monthly Meeting

**September 16 - 17, 2000 5th Annual Blume Voss Fall Fly / Camp-Out**  
Little Chicago, WI. Also NCWLF Monthly Meeting. Rain Date September 23 - 24.

**September 17, 2000 North Central Airman's Annual Fly-In/Drive-In Pancake Breakfast**  
Taylor County Airport (Medford, Ryan)

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vised. In the event of a sudden loss of cabin pressure, oxygen masks will descend from the ceiling. Stop screaming, grab the mask, and pull it over your face. If you have a small child traveling with you, secure your mask before assisting with theirs. If you are traveling with two small children, decide now which one you love more."

7. Weather at our destination is 50 degrees with some broken clouds, but they'll try to have them fixed before we arrive. Thank you, and remember, nobody loves you or your money, more than Southwest Airlines."

8. "Your seat cushions can be used for flotation and in the event of an emergency water landing, please take them with our compliments."

9. "As you exit the plane, please make sure to gather all of your belongings. Anything left behind will be distributed evenly among the flight attendants. Please do not leave children or spouses."

10. "Last one off the plane must clean it."

11. From the pilot during his welcome message: "We are pleased to have some of the best flight attendants in the industry... Unfortunately none of them are on this flight..."

12. Overheard on an American Airlines flight into Amarillo, Texas, on a particularly windy and bumpy day. During the final approach, the Captain was really having to fight it After an extremely hard landing, the Flight Attendant came on the PA and announced, "Ladies and Gentlemen, welcome to Amarillo. Please remain in your seats with your seatbelts fastened while the Cap-

*(Continued on page 7)*

## NCWLF Calendar of Events

*(Continued from page 5)*

O'Dell 715-678-2152

### **October 1, 2000 Central County Flyers Annual Fall Colors Fly-In**

Central County Airport. Iola. Dennis Kubczak 920-244-7850

### **October 7, 2000 Fall Colors Fly-In Breakfast**

Door County Cherryland Airport. Sturgeon Bay. Paul Spanbauer 920-743-6082

### **October 14, 2000 Dick Lees Polish Luau**

Lake Nokomis, WI. Also NCWLF

Monthly Meeting. Rain Date October 15  
**November 11, 2000 NCWLF Monthly Meeting**

Location to be determined

**December 9, 2000 Christmas Party Potluck with EAA 243 & 640**

Merrill Airport

*Calendar of Events is updated monthly.*

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

## Buy • Trade • Sell • Wanted

- ✎ Free: Back issues of ultralight magazines—Kit Planes and Sport Aviation. Mark Blume 715/443-2835. mblume@pcpros.net (4/00)
- ✎ Wanted: I am looking for a Challenger that is collecting dust or has been slightly crashed and is just sitting around getting hangar rash! Thank you for any assistance. Mike Fields 616/891-8635 bm96@iserv.net (4/00)
- ✎ Rotax 447 Approximately 300 hr w/ carburetor, intake and exhaust manifold. \$425.00 Hilary Omernik 715/693-3231
- ✎ Sky Pup Parts: Two new heavy duty wheels and tires, built up tail feathers and center section spar. A good start on a well designed ultralight. \$50. Bill Markstrum 715/845-8673
- ✎ 83 Rotec Rally Sport 503. Airspeed, cylinder head temp, tach, alt, good sails. First \$2,000. Ken Bennetts 715/623-4512.
- ✎ Mini-Max 1100R with enclosure and turtle deck. Rotax 503 DCDI, complete electrical with whelen strobes, landing light, cockpit lights, electric start and brakes. Dual tanks, electric trim, lots of storage and expertly built. \$6,500 obo. Dan Marlenga 715/359-7377, cell 715/573-8331.
- ✎ Raw materials kit for Teenie-Two all aluminum air craft. Plans and video included. \$ 2,500 obo. Wilber Schuster 715/355-1175 Rothschild, WI
- ✎ 3 Blade 72" Warp Drive prop. with high performance hub. \$500. Can be sold separate. Call 715/359-7377 or 715/842-4286
- ✎ 3 Bade 68" high pitch Ivo Prop with in flight adjustable hub. \$500. Can be sold separate. Call 715/359-7377 or 715/842-4286.
- ✎ 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 depots@tznnet.com
- ✎ 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

*(Continued from page 6)*  
*tain taxis what's left of our airplane to the gate."*

*13. Another flight Attendant's comment on a less than perfect landing: We ask you to please remain seated as Captain Kangaroo bounces us to the terminal."*

*14. An airline pilot wrote that on this particular flight he had hammered his ship into the runway really hard. The airline had a policy which required the first officer to stand at the door while the passengers exited, smile, and give them a "Thanks for flying XYZ airline." He said that in light of his bad landing, he had a hard time looking the passengers in the eye, thinking that someone would have a smart comment. Finally, everyone had gotten off except for this little old lady walking with a cane. She said, "Sonny, mind if I as you a question?" "Why no, Ma'am," said the pilot, "what is it?" The little old lady said, "Did we land or were we shot down?"*

*15. After a real crusher of a landing in Phoenix, the Flight Attendant came on with, "Ladies and Gentlemen, please remain in your seats until Captain Crash and the Crew have brought the aircraft to a screeching halt up against the gate. And, once the tire smoke has cleared and the warning bells are silenced, we'll open the door and you can pick your way through the wreckage to the terminal."*

*16. Part of a Flight Attendant's arrival announcement: "We'd like to thank you folks for flying with us today. And, the next time you get the insane urge to go last- ing through the skies in a pressurized metal tube, we hope you'll think of us here at US Airways."*

## We The People

Our Board of Directors would like to here from you, with any suggestions or ideas that would benefit our Chapter. Maybe a meeting topic? Contact any club officer with suggestions!

## Notes From the Secretary

We are in the process up- dating our database to include e-mail addresses, which is helpful in sending sup- plemental information to our

members. If you have an e mail account, please send a brief e-mail to ste- vebci@pcpros.net We would also appreciate any other in- formation, such you aircraft Mfg., model, etc, aviation ex- perience

## Safety Directors

Thank-You Carl Greene, Pat Kenny, and Jack LaSee for accepting the position of Safety Directors! Look for these individuals to do pilot briefings and keeping safety #1 at chapter fly-ins and events.

## Lets Go Flying!

Tuesday Night Is Fly Night. Our chapter is organizing fly- outs in the local area. If you have an idea on where to fly or would like to organize a Tuesday evening contact Steve Krueger at (715) 536- 8828 or Dan Marlenga at (715)359-7377. Rain date will be Wednesday Nights



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WE'RE ON THE WEB  
[Http://www.ppcrossnet/~woss](http://www.ppcrossnet/~woss)

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P.O. Box 12  
Schofield, WI 54476

NOT A MEMBER  
PLEASE

EMAIL  
CLUB

