

Lite Flyers

EAA Ultralight Chapter 75

March

2000

Editors Notes

Had I written this a week ago I would have looked out my window across an airport covered with snow, the edges of the runways and taxiways piled high with the white stuff. Now, in just a few days, there is hardly a trace of snow left, very un-Wisconsin like weather indeed. Everywhere along the highways and byways signs are appearing to warn us of potholes and bumps ahead. While we won't see *Danger Flying Ahead* signs on the way to our various hangars and flying sites, indeed there probably should be for those who hadn't properly stored and maintained their aircraft over the winter months. Go over them carefully before you lift off into this great spring weather.

With that thought in mind, hopefully we will have seen many of you at Oshkosh on March 4th for the Wisconsin Ultralight Safety Seminar. We should come away from that meeting with many good maintenance tips and even more importantly, lessons on sharing the skies and airports with general aviation aircraft and pilots. It is always with a great deal of pleasure and pride that we listen to our own Gordy Radtke when he makes his presentation at these seminars. He is a knowledgeable technician and a great communicator who is always there to help and advise us. We are so lucky to have him in our chapter.

Our last chapter meeting was held at the Wausau Downtown Airport with about thirty five members attending. Due to some unfavorable weather, Slipstream Aviation representatives from Wautoma were not able to attend as expected. Hopefully, they will be at our March meeting to introduce their Genesis line of aircraft and give intro rides. There was no lack of meaningful discussion at the meeting and we topped it off

with delicious barbecues provided by Dee Markstrum and additional goodies by Patti Marlenga and others. Thank you all! We won't starve at the next meeting either with several members bringing their favorite Chili recipes. Come and partake of the good fellowship, imparted knowledge and good food. A few more meetings like this and we will have only *light aircraft*, but no *light pilots!*

I can not confirm this with Gordy Radtke but I suspect he is a supporter of the 375 KV electric transmission line between Wausau and his frequent destination, Duluth. What a great navigation aid that would be for him. For those trips he could trade off his G.P.S for W.P.S. and fly the high voltage highway.

Radio On,
Both to and from,
Just stay low
and listen for *hum*

While in a poetic mode, let me close with this thought:

Fly the pattern
Wherever you are,
Don't bend the rules
of our F.A.R.

From the Secretary

We are in the process up updating our database to include e-mail addresses, which is helpful in sending supplemental information to our members. If you have an e-mail account, please send a brief e-mail to stevebci@pcpros.net. We would also appreciate any other information, such your aircraft Mfg., model, aviation

EAA Ultralight Chapter 75
North Central Wisconsin
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:

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 15203 Short Lane
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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:

Steve Norris
 (715) 842-4286

Comments, questions, suggestions, etc... can be sent to

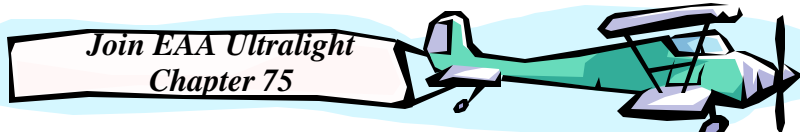
tvoss@pcpros.net

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NCWLF Treasures Report
February 1999



Balance Fwd		\$ 291.31
Deposits		
Y2K Calendars	\$ 75.00	
	Total	\$ 75.00
Disbursements		
Postage	\$ 29.72	
	Total	\$ 29.72
Ending Balance		\$ 336.59



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

Impressions of a Newcomer

My childhood dream of flying became reality in 1981 at Wittman field when I first flew under a WWII veteran by the name of Laurance Mache in a Cessna 150. Starting out flying at a tower field was supposed to be the best training but on occasion Laurance would take the controls and land at a buddy's grass strip for a cup of coffee (he would subtract the time from my bill). After more hours of dual, solo, and 2 solo cross country trips (both included Wausau as the third leg), the only thing I remember after 18 years is that grass strip and the time at the farmhouse coffee table with the Cessna sitting outside.

I believe the reason this is my strongest early impression of flying is that it was just for fun. At the time I was seriously trying to be an adult and thought that flying had to be complicated. I was a good student but got tired of all the rig-a-ma-roll. Squawk this say that, look at these instruments, but don't use those on your cross country (IFR). After a week out of the plane, I had to relearn it all. I spent way too much of my limited mental capacity on cockpit management to concentrate on the act of flying, let alone the joy of flying. I met my future bride (now wife of 17 years) and simply stopped flying, cold turkey, and choose the sport of fatherhood.

At that time Ultralights were getting popular and I was fascinated by the variety at Oshkosh but they seemed frail and unproven, nothing more than a toy to a "real" pilot like myself. Over the years these toys started looking better to me, and making more sense. I started realizing that regulation and litigation on both pilot and plane makers was doing more to drive the cost of aviation through the stratosphere, than to improve safety. The internet came along and now I could learn much more about the obscure sport of Ultralights, and I liked what I saw. A few clicks of the mouse later, I had a buyers guide in my hands, with local contacts to call. Called Steve Krueger and he said to come to the meeting at John Verfueths the next weekend and the rest is history.

Now, after a single (Chapter 75) meeting at John Verfueths, I'm hooked, line and sinker. Joy

of flying is alive and well in Central Wisconsin! What resources we have, friendly grass strips, great instructors and builders, helpful members, and even a Rotax guru who speaks English!

Steve Krueger took me up on an introductory flight at Johns, against his advice. Winds were gusty and downright spooky-he warned me. But after seeing Dean and the gang doing low passes dropping "bombs", I thought, "If I'm going to do this, I've got to do it now!" Steve was right as I tried not to pass out (the nice thing about a Quicksilver trainer is they provide bars to squeeze not unlike biting on a stick while Clint Eastwood is

removing the bullet from your leg with a bowie knife)- Pass the Tequila!!

A week or so later I took my first Ultralight lesson with Steve Krueger, very professional all the way. But it was when he said, "isn't it perfect, it's so beautiful", that I knew that this instructor knows when to relax and enjoy, even with a new student on the stick!

Now Steve's trainer isn't exactly laden with instruments, so it was quite a leap for me coming from an IFR equipped Cessna. He caught me looking at the tach while checking the magnetos, "don't look at that cloudhopper, use your ears". On climb-out he caught me looking at the Hall airspeed indicator, "don't trust that cloudhopper, feel the wind". With no VSI or dashboard for reference he said, "look at the wing angle cloudhopper, this is straight and level flight". I thought to myself, "Zen and the art of flying", and this was only my first lesson! I only pray he is not warming up the Weber when I arrive for my first solo in an Ultralight, "its time to spread out the briquettes boys, cloudhopper's on final"!

Jokes aside, that is what flying is all about. Now I know why it was so easy to give up on my pilot license 18 years ago, lots of hassle and money to go up in a plane that offers about the same (or less) visibility as a car, what's the point. I want to fly like a bird and shake off all the restraints and anger that land travel has become without adding too much complexity. I think that Ultralights can offer me this, I'll let you know.

Russ Post

(written in September 1999)

Buy • Trade • Sell

- y Rotax 447 Approximately 300 hr w/ carburetor, intake and exhaust manifold. \$425.00 Hilary Omernik 715/693-3231
- y 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
- y 83 Rotec Rally Sport 503. Airspeed, cylinder head temp, tach, alt, good sails. First \$2,000. Ken Bennetts 715/623-4512.
- y Mini-Max 1100R with enclosure and turtle deck. Rotax 503 DCIDI, 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.
- y Raw materials kit for Teenie-Two all aluminum air craft. Plans and video included.
- \$ 2,500 obo. Wilber Schuster 715/355-1175 Rothschild, WI
- y 3 Blade 72" Warp Drive prop. with high performance hub. \$500. Can be sold separate. Call 715/359-7377 or 715/842-4286
- y 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.
- y 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
- y 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

Next Chapter 75 Meeting

Our next meeting will be Saturday, March 18, at the Wausau airport, 12:00 noon. We will have a Chile potluck with everyone bringing their favorite recipe Chile, and combining all into one batch (it really is good)! Mr. John Chmiel, Wausau Airport Manager, will be speaking on airport etiquette. Slipstream Industries will try to fly up again with their Genesis line of aircraft. Hopefully the weather will cooperate this time. Introductory

Welcome New Members



Richard Reynolds

Meeting in Rhinelander

The meeting was good, had many people there from Wausau, chapter 640 came. The speaker from NTSB was the most interesting of the two, he is all for ultralight activity at airports! He said that ultralights are the key to general aviation and is going to see a rise because of GA costs and ultralights of today are fine aircraft, NOT VEHICLES. Quote unquote! He was a good speaker and will be at the UL Seminar too. Many GA pilots did not like that he spent so much time on ultralights. He thinks that the UL Association should have MORE training facilities to get more people into aviation on a entry level.

Pat Kenney

To invent an airplane is nothing. To build one is something. To fly is everything!

Otto Lillenthal

NCWLF Calendar of Events

- March 4, 2000 Wisconsin Ultralight Light Aviation Safety Seminar**
Oshkosh - EAA Museum.
- March 18, 2000 NCWLF Monthly Meeting**
Location to be determined
- April 9 - 15, 2000 Sun N Fun Lakeland FL**
Details to follow
- April 15, 2000 NCWLF Monthly Meeting**
Location to be determined
- May 20, 2000 John Verfuert Fly-In Picnic**
Spencer, WI. Also NCWLF Monthly Meeting
- June 17, 2000 Pioneer Day**
Oshkosh & NCWLF Monthly Meeting
- July 7, 8, 9 Gumps**
The format will be similar as last year. Fly In, Camp, Breakfast in Iola, Gumps, a raffle and pig roast, Iola car show if wish a side trip. We appreciate your past support of our only fund raiser. Carl Eichenauer 920/731-5037 carl.eichenauer@thedacare.org
- July 9, 2000 Eagle River Annual Fly In**
Camping. Contact Pat Kenny 715/479-5036
- July 15, 2000 NCWLF Monthly Meeting**
Location to be determined
- July 26 - August 1, 2000 EAA AirVenture Oshkosh**
Details to follow
- August 13, Boulder Junction Musky Day Land & Sea Flying**
Serving famous Darko chicken at 1pm. for flyin pilots and crew. Two 3800x300 grass runways with plenty of tie downs. Very private Seaplane docks and tiedowns. Young Eagle Flights. Free transport to downtown Boulder Junction Activities. EAA Chapter 640 meeting. Fly in on Saturday and camp over. Canoe Campsites are available on Boulder Lake. Boulder Junction Airport (BDJ). CTAF 122.9 - 1000 AGL pattern. No facilities, however fuel will be available on request Contact: R.J. PAYZER 715-385-2979, rjpayzer@nnex.net
- 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.
- 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 Mark Blume mblume@pcpros.net to list events in subsequent newsletters.

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