



# EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

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## Editors Notes by Bill Markstrum

We have come to the end of what many of us consider Wisconsin's most beautiful month, October. Those glorious scarlet and yellow leaves, the crisp air, the promise of hunting and holidays ahead. Speaking of deer hunting, another of Wisconsin's great traditions, please note that the November chapter meeting has been moved up one week so as not to conflict with the opening of deer season. The meeting is at the Jakel/LaSee field in Abbottsford. These late season meetings are held inside, upstairs in Jim Jakel's magnificent barn. If you haven't been there before, don't miss this special place and event. Open the bar and let the square dancing begin, Jim, we're on our way. We wish the deer hunters in our chapter safe hunting and good shooting. While we don't feature cooking in our multi-page, New York Times-like newsletter, I would like to pass along a venison preparation tip I picked up in the November Field and Stream magazine. I'm not a great fan of venison hamburger as such, but this variation sounded good. They suggest mixing ten pounds of venison (no fat) with one pound of smoked bacon. They claim it results in a moist, smoky burger. Let me know how this works

out for you. Shoot straight, shoot tender. As our wise old philosopher from Up Nort, Pat Kenny, once advised me, "You can't eat horns!" Didn't mean to get off track but flyers have to eat too, and I suppose some flyers are considered a bit wild as well. While our last chapter

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meeting was not a wild event, it certainly was a pleasant one. The generous grass runway carved out of the forest of the Buss family farm near Eland, was in prime condition. I facetiously thanked Paul Buss for removing the flags from the fairway. We were favored with several fly-ins. They included Mike Ford, Bill Reid and Jim Shnowske, all flying their colorful Kitfoxes. Our gracious host, Paul Buss, was just rolling Avid out for a late afternoon flight as we departed. Paul's single plane hangar is adjacent to his strip and is well designed. I inspected it at length and found many interesting features. Anyone planning to build a small hangar would do well to see Paul's for engineering simplicity.

I hope my comments in the

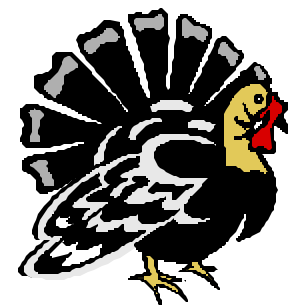
last newsletter didn't cause Sue Buss to do even more in providing treats for all of us. Besides the usual cookies and cider, there was also hot dogs, condiments and soda. We consumed these as we sat around the blazing log fire and VP Bob Payzer conducted the meeting. Many thanks, Sue and Paul, for the warmth of your fire and hospitality. We envy you your Shangri-La in the forest.

Bob conducted the business meeting and told us about this year's very successful Musky Day fly-in at Boulder Junction. Our main concern was getting an update on the physical condition of chapter member Phil Neubauer following the crash of his newly acquired Quickie. At this time we have only bits and pieces of the circumstances involved in the tragedy. Phil sustained multiple serious injuries and was fortunate that a local farmer saw the crash and his 911 call put EMT's on the scene in record time. He was taken to the Merrill hospital where triage determined that he needed to be taken to St. Joseph's hospital in Marshfield. He was transported there by ambulance and in my conversation with him today he said that ride was a painful one. He's at home now under Jody's watchful

**Vol 12, Issue 11**  
**November 2007**

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## Editors Notes cont...

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care, and recovering nicely. As for the Quickie, it has been, as they say in the model aircraft jargon, "rekitted". I talked to Bob Wiley who was in on the aircraft recovery. He described the crash site this way: It looked like somebody lost some styrofoam coolers off their trailer on the highway, bits and pieces of foam and fiberglass everywhere. It was more of a cleanup than a recovery operation.

We're fortunate that Phil survived a crash that serious. He promises, when he's back at a future meeting, that he will fill us in on the details

of the incident. It is important that we listen to and profit from other pilots triumphs, and in this case, tragedy. Phil, we stand ready to help you and Dody in any way we can, just call. In the meantime you are both in our prayers. Get well soon.

A recent Paul Harvey story caught my attention. As you know, the French were the first to get airborne via crude hot-air balloons. They did not have our present propane sustainable flights but would simply build a fire under the balloon until the heated gases lifted them into the relatively cool air. Obviously, the flights were of limited duration. It seems

that one intrepid Frenchman, whose name I don't recall, attempted to fly from the coast of France, across the English Channel, to the shores of Jolly Old England. Somewhere in mid channel, he discovered that the sink rate was more than he anticipated. He started jettisoning ballast and any loose equipment he could lay his hands on. Still sinking, he started taking off his clothes and tossed them overboard, item by item, until, with the surf licking at the bottom of the basket, his underwear was sacrificed too. But he did make it to the English shore-----barely!

Good day!  
Bill Markstrum

## From the NCWLF Archives

*Editors Notes — Steve Norris (Quicksilver GT. 500), Reiny Hirsch (Challenger). Gordon Radtke (Rotec Rally 2B), Rich Papa (Quicksilver MS Sport) and of course the FRO of Blume Field, Mark and his Air Command Gyrocopter.*

*October UL Chapter 75 Meeting*

*The October meeting of the Chapter (yes, we are now officially EAA UL Chapter 75!) was held at Mark Blume and Tom Voss' beautiful hilltop spread north of Marathon City. Unlike the fog and drizzle we experienced at Dick Lee's September meeting, the day was without a cloud. There was a brisk breeze but that didn't stop six of our intrepid members from flying in. A few pilots, unfamiliar with the area, were sighted miles out and guided in by "tower operator" Mark Blume. Those flying in were Dick Lee (Quicksilver MX Sport),*

*Late in the meeting, Dan Marlenga left, only to return with Ron Hase's two-place Quicksilver MXL II Sport with which he gave rides to anyone interested. It was pretty cool flying but no one complained. We were especially pleased when our great helpmate on this paper, Tom Voss, accepted his first flight in an ultralight. Upon deplaning, Tom said it all, "Gotta get one of these!"*

*The meeting went well, the*

*food and location were great and to top off the day, Wausau 's TV Channel 9 crew came out to film some of the action and interview the flyers. Are we making our mark or what?*

*Two more items come to mind before I close out my section of the newsletter. Another local chapter, 243, is having their monthly meeting on November 16, 7 p.m. at Harmon Langs "Toybox" north of Wausau, I mention this because they are having a special presentation on re-working Subaru engines for aircraft use. I'm sure anyone interested will be most welcome to attend. Call me if you need more inf on the location, 845-8673.*

*See you at the Wausau terminal building on the*

## Next NCWLF Meeting November 10

Our next Chapter 75 meeting is at 1:30 on Saturday, November 10th at the Red Barn, Jim Jakel Field on the west side of Abbotsford (511 West Bus. 29). Bring a dish to pass. Apple cider, and soda provided. Dessert to pass optional. GPS coordinates N 44 56 33 W 90 19 56. The airstrip is 2900 Ft. with clear approaches. **Unicom is 122.9** but be aware of non radio traffic. There are **345,000 volt power lines just south 1/2 mile 165 ft high.** Contact Jack LaSee (H) 715-223 4540 (W) 715 223 6324 Yall Come Now Yahear.



**Chapter 75  
2008 Calendars**

We need pictures for the upcoming 2008 calendar! The calendar will not be available without your help. If you have pictures to contribute, contact Steve Krueger 715-536-8828.

**NCWLF October 2007 Meeting Minutes**

The October meeting for the NCWLF was held at the Norrie Brook Airstrip owned by Paul and Sue Buss. Vice president Bob Payzer called the meeting to order with the ringing of his cow bell. 26 people were present. After introductions the secretaries report was read, followed by the treasures report which was approved as read. As of Sept.30th, the club has \$1511.38 in the savings account and \$902.92 in the checking account  
Old business; We heard many great comments about the fall fly-in. Great flying, food, fun, and great music! Terry and Judy want us back in 2008. Bob Payzer gave a short report about the Musky Day fly-in. A record number of planes flew in this year and the seaplane demonstration at Trout Lake was a big success with our own Dan Marlenga playing a starring role. The fall Aviators Banquet will be held tonight at the Runway restaurant at CWA.

New business; Phil Neubauer is slowly recovering from his accident two weeks ago. He is now in rehab and hopes to be home soon, however full recovery will take some time. We all wish Phil a quick recovery.  
2008 Chapter calendars. No pictures submitted at this time. Lets get some pictures in to Steve Krueger or Tony Borchardt.  
Project Reports; Congrats to Jim Cornelius on his purchase of a Quicksilver MXL2 from Jim Jager. Hangered in St. Point until space can be found at the Merrill or Wausau airports. Dan Marlenga gave a project report on his Rans 6S. He has rented heated hanger space from Bob Starr at the Wausau airport, and the original builder of the kit has moved to Merrill and is going to be assisting Dan with construction this winter. Don Mahn reported his Pietenpole project has most of the parts constructed and is getting close to covering.

Bill Markstrum reported that Ron Deterts MiniMax is coming together beautifully. Most construction is complete and covering is looming on the horizon. Carl Green has been busy as he reported that his Flightstar is close to becoming a Light Sport aircraft. He also has cleared the ownership trail of the MiniMax he bought from Dan Marlenga after only seven years. His son Curtis is currently in Phoenix learning to fly RJs for Mesa Airlines. Jack LaSee reported that on Oct. 24-25, if all goes well, 11 powered parachutes and 4 aircraft will be N-numbered at Abbotsford.  
Thank you to Paul and Sue for hosting this months meeting! The next meeting of the NCWLF is on November 10th (a week earlier than usual) at Jim Jakels red barn in Abbotsford. The meeting was adjourned and hotdogs were roasted!

**2007 Calendar of Events**

**November 10, 2007 Chapter Meeting**  
Abbotsford Jim Jakel Red Barn

**December 8, 2007 Chapter Meeting**  
Christmas Meeting 243 & 640 Merrill Airport

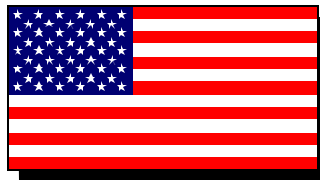
*Calendar of Events is updated monthly. To list events in subsequent newsletters contact  
Thomas L Voss - 15203 Short Lane Dr - Marathon, WI 54448  
tvoss@pcpros.net*

## Buy Trade Sell

- ✈ Tom's Hi-Wing Scratch built & highly modified from HiMax plans. Certified 06. 1700 vw hand start. Steel Landing Gear, Big Wheels & Brakes N248TS \$6,700. Tom Seversen 920-982-2203
- ✈ Chinook WT II, single place, enclosed cockpit \$1,500 Connie Balis Deerbrook. 715-627-7438
- ✈ 2000 Challenger II Two seat, long wing, Rotax 582, 64 HP, dual carb, dual ignition engine w/ electric start. Remote cockpit choke and radiator control, airframe 125 hours, engine 15 hours, always hangared in Wautoma. Many extras. Inspected/ Certified Experimental \$24,000 obo John Reis Hartford, WI 262-673-2636 262-224-2636.
- ✈ KR2 30% built, on gear less engine and instruments. Paul Prime Mills, WY 307-235-3549
- ✈ Rotax 582 "bluehead" Ebox, Radiator, Oil Inj, Throttle & Choke Cables, Engine Mount Plate, Assembled, New, 0 hours. Michael Cole 715-423-0348 or 715-423-1128
- ✈ CGS Hawk Arrow II, N46229 HKS 700E, 3 Blade Power Fin Prop, 20Hrs TT, Tricycle Gear, Hangared at Rusk Co. Airport. Earl Cinatl 715-532-7242
- ✈ Chinook WT II, single place, enclosed cockpit \$1,500 Connie Balis Deerbrook. 715-627-7438
- ✈ 2000 Challenger II Two seat, long wing, Rotax 582, 64 HP, dual carb, dual ignition engine w/ electric start. Remote cockpit choke and radiator control, airframe 125 hours, engine 15 hours, always hangared in Wautoma. Many extras. Inspected/ Certified Experimental \$24,000 obo John Reis Hartford, WI 262-673-2636 262-224-2636.
- ✈ New Rotax 582 engine, 0-time on 224-2636.
- ✈ 2001 Slipstream-Revelation Certified E-LSA N7500X 204.4 Hrs TTSN Always Hangared 100HP Rotax 912ULS uses 3.9 GPH auto fuel from 23 Gal tanks at Cruise Vertex Radio Air-Map 1000 600# Load Capacity Hands on Fun to Fly Asking \$28,500.00 Bret Taplin 715-341-4093
- ✈ Rans S-18 Amphibian. 15 hours. Pneumatic retract system, fiberglass floats, 2 seat tandem. \$15,000.00 without engine. \$30,000.00 with a 912S engine. Wautoma. Martin Goochmac2@aol.com
- ✈ Kolb Twinstar with 532 Rotax. Wings recovered 2 years ago. Bright yellow color. Always hangared and well maintained. Fly as single ultralight or sport aircraft two place. \$12,000 obo. John 715-843-5580
- ✈ New Rotax 582 engine, 0-time on engine (not blue head) dual carbs, CDI oil injection, electric start, 3.1 e box exhaust, GSC 3 blade wood prop w/ spinner. Throttle and choke cables. Engine mounting plate and Kitfox model 111 engine mount. K & N chrome air filter. Oil inj. bottle. \$6,000 obo. John 715-843-5580
- ✈ Acro Sport biplane, needs engine and some instruments. Hangared at the Wausau Airport. \$5,500 Bill 842-7573.
- ✈ Looking for a long ratio C or E box for Rotax 503 DCDI 2.88 or 3:1 Richard Penney 715 235-2190
- ✈ Titan single place, custom paint, jump seat option. BRS 5 chute. Full instrumentation. Wheelen Strobes, Electric Flaps, Rotax 503 \$11,995 or \$8,995 W/O engine. Tim Hannagan 920-734-8682 photos@timhannagan



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**Other EAA Area Chapters**

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**EAA 640 Gleason**  
Harry Gladwin  
715-453-8669  
hnglad@newnorth.net

**EAA 992 Marshfield**  
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715-676-2282  
(No e-mail)