



# EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

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## Editors Notes by Rich Prange



Oshkosh Safety Meeting-- I'm sure there are many positive comments and compliments about this year's safety conference. Speakers were well prepared, interesting in their presentation, and their information was what we needed to see and hear.

A memorial tribute video to Frank Beagle was touching. "You hafta afta." We owe Frank a lot for his UL pioneering.

A very sobering thought for many of us was to be reminded of our advancing years and related health potentials. As Private, LSA, and UL pilots we need to start

considering how to back-fill the void we create as we bail out on aviation - soon. Hair, or the lack thereof, popped up several times at the conference; 21 of the 190+ attendees kept their hats on? Ultra Light Days are coming back to Oshkosh as announce by Tim Bogenhagen. June 14, pilot proficiency will be part of the activities. Oshkosh Safety Conference organizers - THANK YOU. Winter 2013 - 2014

This writer has spent more than half his life here in Northern Wisconsin - this winter was a doozy. I enjoy snow and crisp temperatures but the grinding cold and the related work of January/February was a bit much.

When +10 degree starts to



*Honey, full throttle and more elevator. It'll lift off any second.*

feel warm and people start to think about running around naked, something is wrong! I found a book, Glacier Pilot, which swings my thinking back into a little different perspective.

Bob Reeve, born (1902) and raised in Waunakee, WI, is the central character. After flying the longest and most risky airmail routes in S. American, including over the Andes, his story gets serious and very interesting. Happenstance, adventure and

the possibility of making better money takes him to Alaska. Sound familiar? After a shaky restart in aviation, he gains a reputation as the "Glacier Pilot" based on his ability to land on odd patches of snow, slanted at equally odd angles.

With these comments as a book review I would estimate that if only 50% of Reeve's rescues and landing skills are accurate, he was one phenomenal bush pilot. Bob Reeve was also one of the very first commercial pilots

and also A & E Number 1. Let me connect the dots leading up to the winter of 2013/2014. How many times did us hardy Wisconsinites find ourselves outside in our polar fleece and down filled jackets (with hand warmers), whining about a hard start with the snow blower or thawing a frozen pipe etc, etc. Yes we hit -40 several nights and maybe set a record for days below zero. Hold that thought.

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Vol 19, Issue 04  
April 2014

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Editors Notes cont...

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In the Bob Reeve story there are numerous events recorded about unscheduled landings by himself and other bush pilots on rivers or lakes because of caving weather or mechanical issues -- at 50 below! On a cargo delivery flight to a mining operation, Reeve heard and felt his Wright Whirlwind engine sputter and fail--his Fairchild 7 was going down. This Alaskan bush pilot had long since mastered afta--

another unscheduled landing on a frozen river. To abbreviate, the Fairchild 7 was push/pulled under a tree where a block and tackle was used to remove the engine, a stripped timing gear had to be replaced. Remember this is the Alaskan Bush 1932-1933, three days later a new timing gear had been found, installed, and the airplane was airborne. Average springtime temperature - zero plus or minus.



Insert this thought before Mr. Reeve took off that day. A typical start-up procedure involved tenting the engine, warming that engine for two hours with a gasoline "fire pot", then refilling the engine, at the last minute, with oil warmed on yet another fire.

"Honey do ya think we could install a furnace in the hangar, it's so darn chilly in there".

Keep your needle in the green.

Next NCWLF Meeting

Our next meeting is on Saturday, April 19th, 10:30 AM at the Stevens Point Airport. Hope to see you there!

Buy Trade Sell

- ✈ 2005 Allegro 2000 with a Rotax 100 hp 912ULS Jim Jagger 715-630-4059 or 715-592-6402
- ✈ To Give Away, Aviation Magazine Collection. Sport Aviation, Flying, Private Pilot and the like, dating back as far as the 70's. All bundled together in very good condition. Lee Wagner 715-536-0063 home 715-966-5221 cell
- ✈ 1990 Kolb Firestar 503 Rotax \$4,500 David Breger 920-410-4671
- ✈ 1947 Luscombe 8A Half interest Qualifies Light Sport S/N 5689, N2962K Continental 65hp (A-65-8) Aluminum/blue, Cleveland brakes, New tail wheel, Skis, Sporty's A300 Transceiver, external antenna, push-to-talk, intercom. Airframe Total Time: 3164 hours. Engine: 787 SMOH. STC autogas (SA730GK, SE634GL) Current annual 6/2010 Hangered Stevens Point, WI \$8,000 Charley White 715-344-5646
- ✈ Aero Vee VW engine that appears to be 1700 CC. Needs some TLC to make it airworthy. Spring landing gear with wheels, tires and cable brakes. Tinted canopy 6' x 2' approx 18" high. Ron Lorch 715-891-7234.
- ✈ Type 8, B gear box, 2.58:1 ratio with 16.2 hours of run time. Bret Taplin 715-341-4093 btaplin@msworldnet.com
- ✈ 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



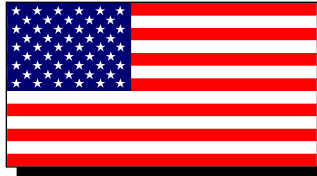
Aviation enthusiasts gathered at EAA's AirVenture Founder's Wing, 196 Attended the 21st annual Safety Seminar FAA wings event sponsored by the Wisconsin Ultralight / Light Aviation Advisory Council.

2014 Calendar of Events

April 1-6 Sun N	July 19 Chapter	Meeting
Fun Lakeland FL	Meeting	Sept 20 Chapter
April 19 Chapter	July 28 Aug 3 EAA	Meeting
Meeting. Stevens	AirVenture	Oct 18 Chapter
Point Airport	Oshkosh	Meeting
May17 Chapter	Aug 10 Bob	Nov 15 Chapter
Meeting	Payzer Memorial	Meeting
June 21 Chapter	Fly In, Boulder Jct	Dec 13 Chapter
Meeting	Aug 16 Chapter	Meeting

Events are preliminary and are subject to Change.

Calendar of Events is updated monthly. Contact Tom Voss tvoss@pcpros.net to list events in subsequent newsletters



**Other Area EAA Chapters**

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**EAA 640 Gleason  
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**EAA 992 Marshfield  
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