



EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

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Editors Notes by Bill Markstrum

We're already into the beautiful month of October and I'm sitting here wishing I had the wings to fly above the crimson countryside. It seems I'll have to settle for the colorful maple trees surrounding our house.

While this season is one of my favorites, it does trigger something I call "Fall Panic," all those household chores to be completed before the snow flies. I'm sure I'm not alone in this annual anxiety attack.

I guess this is a human "must-do" trait that we all have and then suddenly something happens to stop us short and make us step back to see the whole picture. That happened to me yesterday. I noticed Ron Detert's car at Syd Cohen's hangar as I went past so I stopped to see if he needed any help on his MiniMax project. We had a pleasant visit and as I was about to leave, Syd arrived with some sobering news. He informed us that a stalwart member of our chapter died that morning of a heart attack, our friend, Phil Neubauer. We were shocked to hear the sad news and I'm sure all of us that knew Phil extend their condolences to Phil's wife, Dody. They seemed an inseparable team. All of us will miss Phil's dry humor, wit and wisdom. We will be

watching the local papers for the funeral arrangements. Sympathy cards may be sent to Dody at W4838 Spruce Road, Merrill, WI 54452.

The news of Phil's passing was a shock to all of us but none of us know when the Lord will close our own

We dedicate this month's newsletter to the memory of chapter member and longtime friend, Phil Neubauer.

*When your time is up
And you've flown your last mile,
Leave memories for us,
That remembering, we'll smile.
The wisdom imparted
Through all your sage years,
This we'll remember
As we shed good-bye tears.*

flight plan. Happy Landing, Phil.

Recent events at the Reno Air Race certainly made the headlines. It was unfortunate that there were several deaths and injuries resulting from the crash of the highly-modified P-51. When you clip five feet off of each wing you've created a virtual "rocket" with that big Rolls-Royce "Merlin" up front.

That race incident reminded me of a personal experience I had at a "Goodyear" race in the summer of 1950. Living just East of San Diego on Gillespie Field, a friend on the field asked if I would go with him in his two-place aircraft to attend the race



held at Brown Field near the Mexican border. Sunday was to be the race featuring all the "Good 'Ol Boys" of that racing fraternity: Steve Wittman, Bill Brenand "Fish" Salmon, Art Chester and other well-know airmen.

It was to be the last of those races using only four pylons, creating a rectangular course. It was thought that the "G" forces created in the four ninety-degree turns were too dangerous, especially for the older pilots.

I gladly accepted my friend's invitation and we arrived early at Brown Field that Sunday. We were able to park the plane quite near the long start-finish leg of the course with the number one pylon about seventy yards away, and just to our right front. We settled down in the shade of the wing to watch the race.

At that time I had been working for an aircraft company right on Lindbergh Field in San Diego. When I came out of work that Friday before the race, I caught sight of the "cute" little airplane sitting on the tarmac. Since I was still inside the field fence I had the opportunity to really look over this little flying gem. As one who had followed the Cleveland Air Races in my youth, the

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New Chapter 75 Members

Norbert Brost, Minocqua WI

Dan Sire, Wausau WI



Editors Notes cont...

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planes and their pilots, I concluded that this plane must be Art Chester's by its color scheme, cream and pea-green, the same color he used on his famous "Jeep" racer of the 1930's. This new one he called "Sweet Pea," what else!

To say that Art's new creation was small is no exaggeration. By comparison, the MiniMaxes in our chapter are "fatso's." My impression was that it would be a handful to fly, short-coupled and with a Vee tail --- no thank you!

My friend and I enjoyed our close-up-and-personal view of the races until, in one of the late, feature races, the planes were closely bunched, vying for position. Art Chester was nipping at the tail of Wittman's plane as they got to the first pylon in

front of us. Art seemed to be having trouble in Wittman's turbulence, dipped a wing slightly to the right, over-corrected and plunged to the ground just East of that pylon.

The race was called but everyone knew that in that small heap of smoking, twisted metal, the Dean of American Air Racing had flown his last race.

So much for the "Hard" landings and on to the "Too Soft" landings. Don Mahn called me last week to report his adventures returning from the "Flying O" event to his home base in Wild Rose. It seems he had a bungee malfunction that allowed the door of his plane to fly open. Rather than do more damage to the plane, he chose to land several miles short of Wild Rose. A hard-ground hay field would have been nice

but his only choice was a potato field. He damaged the landing gear in the soft soil so his only option then was to dismantle his plane and haul it back to the Wild Rose airport.

Several years ago, another chapter member, Marshall McGuire, made a similar landing on his way to the Oshkosh Pioneer airport, to repair a broken aileron horn. Again, a potato field and a damaged landing gear. Now both McGuire and Mahn are members of the chapter's exclusive "Mashers Club." Hey guys, next time try for a Sweet Potato field!

A lighted message board at a local church caught my attention the other day. It read, "If God is your co-pilot, change seats!" A good thought.

Bill Markstrum

Next NCWLF Meeting October 15

The Next Chapter 75 meeting is Saturday Oct 15 1:30 PM at Jim & Lenore Kleman's "Hatley Air". Meet at the Airstrip in Jim's hangar behind the house/shop. Hot Beef Lunch and refreshments served at 12:30. In case of inclement weather we will meet in Jim's Autobody Shop.

Contact Jim at 715 446 3267 for additional information. Hope to see you there.

Driving Directions:

Watch for signs for Jim's Auto Body 1/2 Miles East of Hatley on Hwy 29 south side of highway. Jim's Driveway exits directly off of 29.

Flying :

GPS N44 55 515 W89 24 392 1500 ft strip 12/30 grass. Non radio procedures in effect. Self announce 122.9 "Hatley Traffic"

Two new pilots



Bill and Taylor Kaiser with Duffy after their check ride



Taylor Kaiser just after his Oshkosh arrival in their Quicksilver



Calendar of Events

October 15 Chapter 75 Meeting Jim & Lenore Kleman's "Hatley Air"
 November 12 Chapter 75 Meeting Jakel Red Barn, Abbotsford, WI
 December 10 Combined 640 / 75 Chapter Meeting / Christmas Potluck, Merrill Airport

*Updated monthly
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Stolen Quicksilver

Please be on the lookout for a stolen Quicksilver Sport 11, N582VB, taken some time last week from the Sextonville Airport, Richland Center, WI. In addition, they took the Rotax 503 engine from my aircraft. If you have any information, please contact the FAA and the Richland County Sheriff's Department 608-647-8906

Matt Keyes

September 2011 NCWLF Meeting Minutes

The September meeting of the NCWLF was held at Terry and Judy Oestreichs Flying "O" airstrip in Ringle. President Steve Krueger was absent so Larry Wenning conducted the meeting. Approximately 60 people were in attendance along with 18 airplanes. Larry called the meeting to order with the ringing of Bob Payzers bell which was restored and engraved with a verse that Bill Markstrum had written. The bell was then passed around so everyone could take a close look at it. Introductions followed. The secretaries and treasures reports were given and accepted as read. Old Business: Larry reported 15 airplanes were at Wild Rose for the fly-in. There was great weather, a great time and the Proficiency Traveling trophy

went to EAA UL 41 Brennan/Neenah. (Congratulations EAA UL 41!) Merrill Airport Days had 42 planes show up throughout the day. The four sky divers were kept busy up almost as soon as the jump plane landed (with our own airline pilot Brian Krueger at the controls). Another nice day and successful event! Larry reviewed the BOD decision on the use of the donation from Bob Payzer. A letter will be sent to members explaining in more detail the use of the money as well as a short questionnaire that will help guide the process. Please promptly return the questionnaire in the postage paid envelope that will accompany it.

Project Reports:
 Joe Mapes reports he has obtained hangerage at STE for his Kitfox and he may be ready to fly it soon.
 Ron Detert is rigging his Mini-Max in Sid's hanger. Tail and controls are rigged and the wings are ready to be put on. Then it will all have to come apart to be covered. Ron expressed his thanks to those who have supported his building effort with aluminum can donations. Dave Meyer hopes to have his Av-a-bond flying in the spring.
 Upcoming events: Rusk County and Antigo fly-ins on September 24th. The next meeting of the NCWLF will be at Jim Klemans HatleyAire airstrip on October 15 at 1:30



Competition Event Results

Results of the Competition Event at the State UL Fly-in in Wild Rose August 20th 2011. Scores are a result of 3 attempts added together. Thanks to all who participated. See you again next year. Dan Marlenga

Competitor	Torpedo Run	Message Drop	Spot Landing	Total
Brett Wilke- Wild Rose	205	275	150	630
Jim Shnowske Mosinee	280	225	125	630
Jim Cote-Ladysmith	280	150	200	630
Steve Krueger-Merrill	230	175	200	605
Quentin Gerlach-Oshkosh	195	225	175	595
Larry Gordon-Waupaca	170	225	200	595
Mark Gerlach-Oshkosh	250	175	125	550
Larry Wenning-Merrill	80	150	250	480
Paul Buss-Eland	230	200	25	455
Timm Bogenhagen-Oshkosh	180	175	50	405
John Reis-Wautoma	100	125	175	400
James Hoepfner-Whitewater	70	100	175	345
Lyle Banser-Merrill	70	250	25	345

Buy Trade Sell

- ✈️ 1990 Kolb Firestar 503 Rotax \$4,500 David Breger 920-410-4671

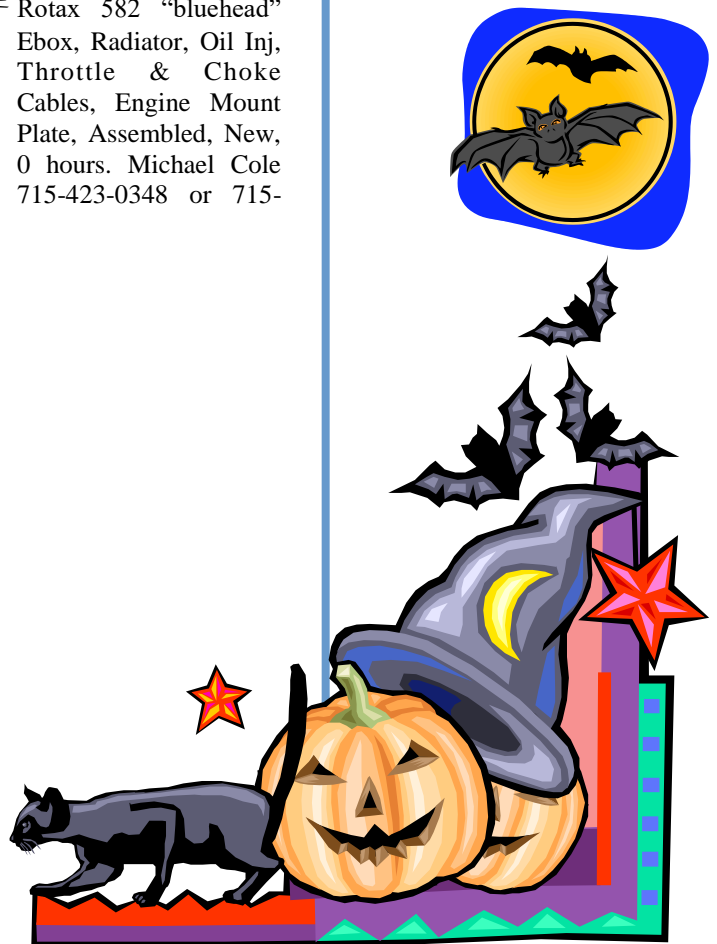


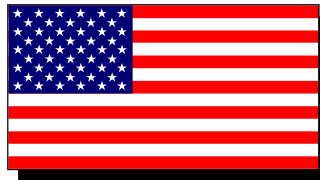
- ✈️ Kolb UltraStar Rotax 447, with B gearbox, BRS chute, make offer Richard Iverson Stevens Point 715 341 7584
- ✈️ 1947 Luscombe 8A Half interest Qualifies Light Sport S/N 5689, N2962K Continental 65 hp (A-65-8) Aluminum/blue, Cleveland brakes, New tail wheel, Skis, Sporty's A300 Transceiver, external antenna, push-to-talk, intercom. Airframe Total Time: 3164 hours. Engine: 787 SMOH. S T C autogas (SA730GK, SE634GL) Current annual 6/2010 Hangered Stevens Point, WI \$8,000 Charley White 715 344-5646
- ✈️ Looking for members to start a club to purchase a light sport airplane; about \$5,000 buy-in, three to 8 members My home phone (day time best) is 715-845-5483. Tom Malato
- ✈️ Challenger, always hangered, engine overhauled by Steve Krueger. Ed Mux REDUCED TO SELL 715-536-7404
- ✈️ Adventura taildragger amphibian. Previous owner, Dean Turner. Ed Mux REDUCED TO SELL 715-536-7404
- ✈️ One single-place and one two-place, tailless, flying wings. Ed Mux REDUCED TO SELL 715-536-7404
- ✈️ Rotax 447 engine for ultralight, TT 3 hrs, 2 to one gear drive, 50/34 Pusher Prop, addtl prop, Tach, EGT, CHT, 2 fuel tanks, service manuals \$1,200 Jim Koss 715-693-3675
- ✈️ 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 b r a k e s . Tinted canopy 6 ' x 2 ' approx 18 " high. Ron Lorch 715-891-7234.

- ✈️ Pober Pixie plans and full set of ribs. Meets LSA requirements. \$125 Rich Prange 715-536-1704 bighill@dwave.net
- ✈️ 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-

Happy  Halloween





Other Area EAA Chapters

EAA UL 1 Milwaukee
Steve Magdic
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steve.magdic@1psg.com

EAA UL 41 Oshkosh
Bill Brown
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EAA 640 Gleason
Keith Mathews
715-573-1101
kdonmathews@gmail.com

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