

EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

Editorial Notes by Larry Gordon

This being my first day on the job, I thought I had better go to the EAA UL Chapter 75 website to find out what my title is. That source was enlightening, but at the same time unenlightening to the tune of rendering me downright speechless! I was informed that the position of **Newsletter Editor was "Now Recruiting". Is this my shortest time that I've held a job?**

Back to the beginning In November 2007, I purchased a used Quicksilver GT500 from a friend, and within a month I had taken a EAA Sport Workshop and got my Repairmans Certification for the plane, as well as passed my weekend Sport Pilot ground school. Due to all the regulatory changes being made to the ultralight community, come January 1, 2008, I found myself without a flight instructor! The search was on for an instructor who was willing to teach me to fly in my own plane.

Phone calls making inquiries, as well as Information obtained from the EAA website, led me to call this fella in Merrill who was a CFI. He sounded promising to be able to take me on as a student if I was willing to make the 70 mile drive to take lessons. I fell for the Mae West line, **"Come up and see me sometime". He then added the words, "Can you make it Saturday?". Hell yes! Little did I know that this Steve Krueger fella would be the one to lead me to LIVE THE DREAM that I haven't awoken from yet!**

Fast Forward
I can't tell you how many times I have had people tell me, "You sure know how to pick 'em"! Well, I didn't do too bad this time! I didn't know what I was really in for, or that he had such a big family. It is a family that I have become a member of, just as have all of you that are reading this newsletter. We get together at least once



a month and end up eating lunch before departing. The opportunity is there to go on at least one weeklong vacation every year to AirVenture, and every other year flying to aviation points of interest out of state. It is possible on certain Tuesday evenings during the summer to find some of us catching up on the latest happenings while picnicking on seasonal cuisine. Our traditional hangar Christmas Holiday in Wausau is always a treat, and looked forward to.

I am one lucky guy to have been adopted into the Chapter 75 family. I will vouch for the Chapter being exceedingly successful in accomplishing its mission statement of being **"like minded people to share ideas, exchange information, encourage safety, serve the local aviation community and have a lot of fun doing so".**

If only I could land that job!

Is your Chapter 75 membership expiring? Is this almost your **Last Newsletter?**

Check your mailing label, email, or the member list on the website to find when your membership expires.

Send your Chapter 75 membership dues **today** to:

NCWLF
PO Box 12
Schofield, WI 54476



Vol 26, Issue 3

March 2021

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Thanks Rich

Thank you Rich Prange for your many years of editorials to our newsletter (106 editorials). You write great editorials and we all appreciate your many years of dedication!

With that said, we are excited to announce, and would like to welcome Larry (Pogo) Gordon to the UL 75 Newsletter Editor position.

Larry has some big shoes to fill but we are confident he will do a fantastic job!



**North Central
Wisconsin
Lite Flyers**
PO Box 12
Schofield, WI
54476

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NCWLF Treasurer Report March 2021
Submitted by Larry Wenning

| <u>Checking</u> | | <u>Savings</u> | |
|---------------------------|-------------|------------------------|--------------|
| Balance Forward | \$ 1,031.78 | Balance Forward | \$ 20,678.94 |
| Checking Deposits | | Interest | .12 |
| 2/1 Transfer from Savings | 4,000.00 | To Checking | -4,000.00 |
| Checking Payments | | <u>Savings Balance</u> | \$ 16,679.06 |
| EAA - Member Renewals | 3,955.00 | | |
| Supplies - Tom Voss | 14.27 | | |
| <u>Checking Balance</u> | \$ 1,062.51 | <u>Total Cash</u> | \$ 17,741.57 |

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

May we Send you an Electronic Version of the Newsletter? Yes No

e-mail _____

Name _____ Phone _____

Address _____

City _____ State _____ Zip _____

EAA # _____

Type of plane you fly _____

Membership Dues Schedule

- \$ 15 May
- \$ 12 August
- \$ 9 November
- \$ 6 February
- \$ 14 June
- \$ 11 September
- \$ 8 December
- \$ 5 March
- \$ 13 July
- \$ 10 October
- \$ 7 January
- \$ 4 April

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

Send dues to: NCWLF P.O. Box 12 Schofield, WI 54476

This newsletter is a monthly publication of the North Central Wisconsin Lite Flyers and is free to all club members. Send items you would like included in the newsletter to:

Thomas L. Voss

138213 Short Lane Dr Marathon, WI 54448

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

Send comments, questions, suggestions, etc... to tvosswi@gmail.com



Flying 2020



August 7th, day two of our Northwest Wisconsin Airport Passport stamp flying adventure started out with our Dan Marlenga alarm going off before dawn. Lyle Banser and myself, Larry Gordon, were close behind in the process of breaking our FBO camp and packing our Rans S-6's. The Cumberland weather was starting out with low 60s temperatures, winds south-southeast at 5 to 7, and a few localized rain cells on radar. The eye-catcher was the afternoon forecast of south-southeast winds at 15 +, gusting to 25 miles per hour.

Dan would be flying with us for our first stops at Barron and Shell Lake Municipal airports, departing for little Chicago, having then completed his stamp collecting in Northwest Wisconsin. From Shell Lake, Lyle and I would be flying a counterclockwise route around Cumberland as a hub, towards Grantsburg near the St. Croix River, then southward to New Richmond, back towards Cumberland, then to Ladysmith before hopefully completing all 11 planned airport stops.

Our Cumberland departure was slightly delayed due to

my Rotax 912 not starting right away. It finally came to life and off we were headed to Barron, 10 miles to the southeast and its grass runway. Before entering the pattern we were getting raindrops on our windshields and experiencing low light conditions, adding to our cautious approach to an unfamiliar airport.

The flight of three was on the ground, passports stamped, in departing for Shell Lake before the heavier rain cells caught up to us. Shaking off the rain felt like starting the day fresh again, but settling in behind the stick wouldn't be the norm today as Lyle had to initiate a goose induced "go around". With water on three sides of KSSQ and the WI Airport Directory warning of "birds on and in the vicinity of the airport", we were probably the intruders ON their turf.

This is where we said goodbye to Dan, as his Shell Lake stamp completed his stamp collecting west of Highway 13 and North of Highway 64. Thus, The Three Amigos became the Dos Rancheros. Dan kept in touch on the "pork chop channel", 122.675 for the next hour as Lyle and I stamped our passports at the Nest of Eagles Airport in Spooner, and Burnett County Airport in Siren. The 28 mile flight took us over the Spooner State Fish Hatchery which is the largest cool water hatchery in the state with 46 rearing ponds,

and the world's largest Muskie hatchery. The landscape was mostly agricultural with interspersed lakes and streams.

Departing Burnett County Airport for Grantsburg Municipal, the forecasted increasing winds became evident with more and darker clouds. While I was lining up for a grass landing on turf RWY 05-23, Lyle again got into the geese on Rwy 12 - 30. I too found geese on both sides of the grass runway. More than likely, they were molting due to their being on the lethargic side and not taking to wing.

Shortly after landing, the weather became a concern. Lyle got up his Foreflight weather to find a line of thunderstorms heading our way. We tied down the planes and headed for the airport terminal building. Then, with more time to spare, we noticed that KGTC was in need of some tender loving care. Since then, the story of the airport is quite similar to more than just a few small airports - local politics and taxpayer financing of airport operations affecting maintenance issues. The geese sure seemed like they are the reigning aviators in Grantsburg these days, even though they were grounded temporarily. With the storms having dissipated, it was time to return to the air with six more airports to go, weather permitting. On course for

(Continued on page 4)

Next NCWLF Meeting Canceled

To the great Members of Chapter 75. Unfortunately due to the pandemic and concern for the safety of our membership we have canceled our gathering's until spring of 2021.

We truly miss seeing all of you and hope you understand in these trying times. Your board of directors will evaluate if things turn around. Our membership remains strong and we look forward to a more normal life style. Thank you for your patience and understanding.

Sincerely,

Steve Krueger and EAA UL
75 Board of Directors

Calendar of Events

March 20 Chapter Meeting
Canceled

April 13 -19 Sun N Fun
Lakeland FL

April 17 Chapter Meeting
Canceled

May 15 Chapter Meeting
TBD

June 1 Tuesday Night Fly
Night TBD

June 15 Tuesday Night Fly
Night TBD



Flying 2020 cont...

(Continued from page 3)

Osceola, it became more evident that the gusting winds were taking the joy out of the ride! My flying posture was soon predicated on a snubbed up harness, a tight left-handed grip on the stick, the other hand gripped on the passenger side overhead structural tubing, and chest and stomach muscle contractions with each jolting ascent and descent of the plane. Not much time was spent viewing the meanderings Saint Croix National Scenic River.

The approach to L. O. Simenstad Municipal airport in Osceola, in retrospect, was one of my busiest landings to date, with a charter plane practicing touch and goes in the pattern, not being familiar with the airport, and gusting crosswinds 24 miles per hour. The Wisconsin Airport Passport program is partially responsible for our turf landings being somewhat routine due to a marked increase in our pilot proficiency. The turf conditions of Runway 4 - 22 also definitely aided in our 15 - gusting to 24 miles per hour southeasterly wind landing. We didn't spend much time on the ground, other than collecting our stamps and wiping the perspiration from our brows.

Readying for takeoff, I decided to wait for a passing gust, then pushed in the throttle. When the tires left the

ground, I had the sensation of being in a box kite with the string being held somewhat perpendicular to the wind. There's nothing like flying with your forward line of sight being out of your side window! Airborne, we were again getting our abdominal workouts on our 13 mile flight to New Richmond.

The New Richmond Regional Airport's primary runway is asphalt and for us it was aligned with the wind. We were able to park leeward of the terminal for fuel truck delivered MOGAS and passport stamp number 7 for the day. Soon we were both back in the air after my being able to watch Lyle's plane seemingly explode off the runway shortly after his tail wheel came off the pavement. Then 12 miles later, after riding a somewhat pleasant tailwind to Amery, I watched Lyle finesse his Rans into settling on the runway, in what appeared to be slow motion, after dissipating the lift generated by 2 to 3 good gusts. While stamping our passports we were greeted by a spectator to the flying circus, who was the Amery mayor, saying that he was betting that he was the only mayor of a WI public airport town to welcome visiting flyers. And right he was. Our next stops, Rice Lake Regional and Chetek Municipal are both within 10 mi of Barron, our first stop of the

morning. After completing these two stops and collecting our stamps, we were happy to have diminishing quartering tailwinds for our last stop before heading to our home airports. We were overflying both the Chippewa and Flambeau River valleys with their flowages and reservoirs. The lush green forests and intermittent fields were slowly being tinted by the waning sunlight. The last 34-mile leg to Ladysmith was pretty quiet on the "pork chop channel". It had been a long and busy day in our cockpits.

Soon the water tower standing sentinel over Ladysmith was visible above the sea of green. A quick glance of the Wisconsin Airport Directory put RCX "4 Northeast of City". The local AWOS report made Runway 19 our choice for landing, and one we would be sharing with a dozen buzzards. Whatever was the meal of the day, they were more interested in it, or too full to enter the pattern.

The Rusk County Airport terminal appeared rather new and inviting for a short stay, but the local news on TV reminded us that the day wasn't over until the planes were hangared, and that left 126 miles more for me to go to Wild Rose. Lyle and I said goodbye until we were again in the air expressing our final thoughts on our two day adventure. Our final goodbyes

were made while Lyle was about to switch to Merrill's CTAF for his final landing after a rather full day.

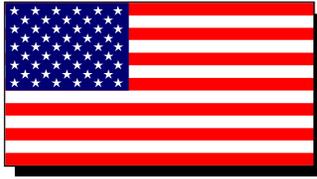
I was flying at 5,500 ft. to take advantage of a tailwind current, along with the cooler air of the higher altitude. My flight path was taking me over Stratford and the Big Eau Pleine Reservoir, so I descended to 1,500' to enjoy the sites of the WI River Valley. South of Stevens Point, the center pivot irrigation systems looked like glistening white waterfalls with rainbows in the light of the setting sun. With two fingers of sun remaining above the horizon, I announced my position and intentions to land in Wild Rose, and by doing so, telling others on frequency 122.8 what a lucky guy I was to be a part of that moment!

Stats for the day from Cumberland (UBE) to Wild Rose (W23):

- Hobbs hours logged - 6.4
- Miles flown - 336
- Landings - 12
- Passport stamps - 11

Respectfully submitted,
Larry Gordon





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ULTRALIGHTS

EAA UL Chapter 75