

EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

Editorial Notes by Larry Gordon



Loonie Facts

What's the difference between a falling iguana and a falling loon? On average about 8 lbs. The common loon outweighs the Florida iguana by nearly 2 to 1.

What do you call the means of locomotion for loons on dry or partially wet land - "wing-walking".

Monday April 26th in Lincoln and Langlade County, several dozen migrating Common Loons got caught in Monday's weather conditions that coated their feathers with ice, causing the loons to fall out of the sky. Like human aviators, just because you had a successful "off runway" landing, doesn't

mean you can just take off and be on your way. Due to body shape, leg size, and wing position, up to a quarter mile of open water is needed for a loon to become airborne.

When meteorological conditions are right for icing, it can cause loons to fall from the sky. When this happens loons are quite often found in plowed fields, small ponds, and near black top pavement - all appearing to be water to the birds at night. Barring any serious injuries, loons can be taken to a large body of water and released to continue their migration. This phenomenon is known to have occurred twice in northern Wisconsin over the last 25 years.

Ozark Backwoods Challenge

Looking for a flying adventure? Sport Aviation maga-

zine in their January issue highlighted a 1st annual STOL competition in the northwest corner of Arkansas that took place last September. The event consists of a pilot taking off on the main grass strip, then landing, reversing directions, and taking off again on 3 more grass runways of varying lengths. After landing and taking off on the three runways, the time clock stops when the plane crosses the start/finish line. Pilots get their best time of two runs to determine the category **champions. It doesn't take a CarbonCub or a Just Aircraft plane to enter the competition - last year a pilot flew his stock SeaRey in the event. All of this takes place at Byrd's Adventure Center, in the middle of the Ozarks in Arkansas.**

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May 2021

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Is your Chapter 75 membership expired?
This could be your **Last Newsletter!**

Check your mailing label, email, or the member list on the website to find when your Chapter 75 membership expires.

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

NCWLF
PO Box 12
Schofield, WI 54476





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

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NCWLF Treasurer Report May 2021
Submitted by Larry Wenning

<u>Checking</u>		<u>Savings</u>	
Balance Forward	\$ 1,372.51	Balance Forward	\$ 16,679.21
Checking Deposits		Interest 4/30/21	.13
4/29/2021 Deposit	342.00		
Checking Payments		<u>Savings Balance</u>	\$ 16,679.34
<u>Checking Balance</u>	\$ 1,714.51	<u>Total Cash</u>	\$ 18,393.85

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



Editorial Notes cont...

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This year's event takes place Thursday, September 29th through Sunday, October 3rd, so read the article and **mark your calendar**. Byrd's Adventure Center is approximately 560 nautical miles from Wausau, making it a one day flying trip down and back, during a beautiful time

of year. Other amenities at **Byrd's Adventure Center** include fly fishing, kayaking, ATV/UTV trail riding, miles of hiking trails, RV and tent campsites, restaurant, camp store, cabin rentals, and more. For those of us that **aren't that competitive to be** a STOL contestant, NW Arkansas, as well as Missouri

and Oklahoma, boast of grass strip runways that rival those of Idaho and Montana. **"Google" Byrd's Adventure Center**, ArkanSTOL, or Ozarks backcountry flying, for more info on Midwest grass strip adventures.

[Byrd's Adventure Center](#)

Flying 2020



9/1/2020

We found another day to fly, so off we went. Paul Buss, Lyle Banser and myself, Dan Marlenga, departed our home bases with the first stop being Wautoma Municipal Airport. Upon arrival, we saw several lawn mowers on the grass runway. After announcing our arrival, we proceeded to line up for landing on runway 26 grass. I could see that the mowers could see us, but they didn't seem spooked or even willing to pull off the runway. We landed in between the mowers and pulled up to the terminal building. Sean Curry,



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Next NCWLF Meeting May 15th

We are up and running!

Our Next Chapter meeting is Saturday May 15th, 10:30 am at the Krueger / Banser Hangar, Merrill Airport.

As much as we want everyone to be able to meet in person, we ask that you please stay home if you are feeling ill or have been exposed to Covid two weeks prior to our meeting.

Thank you for understanding, we are looking forward to seeing you there!!

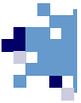
Tuesday Fly Nights

Happy spring! After a long hiatus, Tuesday night fly nights are back!

After a long year with not much flying, it's great to once again meet with our fellow fliers to swap stories and get caught up.

As in years past, we will fly the first and third Tuesday of June, July and August. In the event that there is inclement weather on any of our fly nights, the same destination and host will happen on the following Tuesday. If that Tuesday has poor flying weather,

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Tuesday Fly Nights cont.

that event is canceled. Lets hope for good flying weather. We all understand that there still is a threat imposed by Covid 19. Our gatherings are all basically "open air" events during nice weather and the threat is minimal. It's been suggested that if any treats are supplied, keep it simple. Ideally have finger food only, to avoid the utilization of common utensils. Perhaps it would be prudent to have hand sanitizer or disinfecting wipes available. Masks are at your discretion.

As of right now only two slots are filled. 6/1 in Merrill hosted by the Merrill group. 8/17 at Scherrico Meadows hosted by Harold Schauer. If you are interested in hosting a fly night, please contact me via text message 715-891-7213 or email flyguy963@gmx.com

Thank you to all that host and to those that are able to attend. Typically the gatherings begins at 5ish and continues till we can all safely return to our home bases before the end of civil twilight.

Let's all have a fun filled summer of safe flying.

Dick Neitzel

Flying 2020 cont...

(Continued from page 3)

the airport manager, and Sport Pilot Examiner greeted us upon shut down. Within minutes all of the flyers for today were gathered up for our first Stamp.

Next stop would be Gilbert Field in Rio WI. The airport directory had this grass strip listed at only 1092 feet long. We approached the field with our speed in check, anticipating the short runway, but no problem, as the grass strip was longer that expected. A stamp and go, then on to Waunakee Airport. This airport is surrounded by a huge subdivision and was difficult to find. So after a pass over the runway we returned to land to get our stamp. There was an Ag Cat operating out of Waunakee we later found out was Dean. Dean owns Countryside Aviation based at the Flying Feathers Airport in Chilton, WI. Countryside Aviation is a large agricultural spray operation. We saw their planes here, in Adams Friendship, and in Platteville.

Middleton/Morey Field's turf runway 01/19 offered a smooth landing and easy access to the terminal building. We got our stamp and visited with the gal behind the desk. After departure



Dan Marlena and Paul Buss

from Middleton, we flew near a couple of huge towers on the way to Verona. Paul knew exactly where to find the Verona Airport, as he drove past it on the highway for years. No one around, so stamp and go next toward Blackhawk Airfield. I assume, back in the day, this airport was a real gem being so close to Madison. Today, some of the buildings could use a little TLC, and the runways are a little rundown. A Bi-plane taxied out and took off while we got our stamp. The last four airports all surround **Madison's Truax Field, and as** we flew, we kept our distance from Truax. While circling Madison we kept Truax Field in sight most of the time.

Watertown Municipal was our next destination, and

after landing on runway 11/29 we parked on the ramp and walked a couple of blocks to a local cafe. We got our stamp and headed to the Dodge County Airport in Juneau, WI. We stopped here, but in a later issue this airport would be an interesting part of an experience of unexpected happenings with unlikely endings! Don't miss this story in an upcoming issue. Off we were to Hartford Municipal Airport, where we had a chance to fill the tanks with some of the best priced autogas in the state. There were several sailplanes tied down near the wind sock, as Hartford is known for sailplane activity. West Bend Municipal was our next stop, then on to Fond du Lac County Airport. This is the home field of Brandon Buss, son of Paul and Sue Buss, and one of our fellow stamp collectors. We are retired while Brandon is employed at Mercury Marine. Keep it up Brandon, someone has to contribute to our Social Security.

Wittman Regional was our next stop. After contacting the tower, landing, taxiing, and following numerous hold short instructions, we finally made it to Bassler Flight Ser-

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Flying 2020 cont...

(Continued from page 4)

vices. Now after a stamp it was taxiing, hold short and wait on arriving traffic, off we were to Brennand Airport in Neenah, WI. This airport seems to be privately owned, but has many individually owned hangers. Brennand is a real nice place to visit and probably a nice place to call home. Soon after takeoff, we switched to Appleton Tower for our arrival in Appleton, WI. We were given instructions for left traffic to Runway 21 and cleared to land. I turned left base across from



Paul Buss, Dan Marlenga, Lyle Banser

the numbers at 500 feet, turned final, and landed on the last 1000 feet of the 8000 ft. runway. Turn left at the end of Runway 21 and taxi to Platinum Flight Center

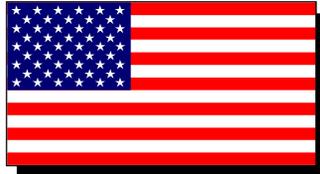
for shutdown and to get our stamp. We reviewed our day of flying, and decided to call it and go for home. We asked for a Runway 03 departure and was granted our wish. A short taxi to Rwy 03 and we were headed home. We chatted about our nice day of stamp collecting as we retreated back to our home bases with 6.6 hours on the hobbs and 14 more stamps in our book!

Humbly submitted,
Dan Marlenga

Calendar of Events

- May 15 Chapter Meeting. 10:30 am. Merrill Airport. Krueger Banser Hangar.
- June 1 Tuesday Night Fly Night. Merrill.
- June 15 Tuesday Night Fly Night TBD
- June 19 Chapter Meeting TBD
- July 6 Tuesday Night Fly Night TBD
- July 17 Chapter Meeting TBD
- July 20 Tuesday Night Fly Night TBD
- July 26-Aug 1 EAA AirVenture Oshkosh
- Aug 3 Tuesday Night Fly Night TBD
- August 8 Musky Day Fly KBDJ TBD
- August 17 Tuesday Night Fly Night. Scherrico Meadows.
- August 21 Chapter Meeting TBD
- September 18 Chapter Meeting TBD





Other Area EAA Chapters

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