

## 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, 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 than 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

*(Continued on page 2)*

***This article originally published in May 2021 NCWLF Newsletter.***

## Flying 2020

*(Continued from page 1)*

visited with the gal behind the desk. After departure 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 Hart-



ford 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 Services. 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 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

*(Continued on page 3)*

***This article originally published in May 2021 NCWLF Newsletter.***

## **Flying 2020**

*(Continued from page 2)*

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

***This article originally published in May 2021 NCWLF Newsletter.***