

EAA Ultralight Chapter 75

North Central Wisconsin Lite Flyers

PO Box 12 • Schofield, WI • 54476

Editorial Notes by Rich Prange

Philatelists

Philatelist is a \$25 word for stamp collectors and usually the objects of their interests are postage stamps. Not Chapter 75 flyers. But Dan Marlenga is documenting the stamp collecting flights of an ever changing group of Chapter 75 pilots.

If you have not read the earlier stamp collecting adventures go back a couple months in our newsletter and get caught up. Here is how it works. One of the guys checks the upcoming **weather, makes a call, "let's go airport stamp collecting," and they're off on the adventure.** Dan puts together a nice point by point summary so that some of us can also fly along vicariously. Read them all.

AirVenture 2021

Six plus months to go before our annual celebration of flight and my enthusiasm is **rather confounded.** "The virus", along with some new variants, is still out there and progress is questionable. Unfortunately this pandemic has become politicized and all the efforts of our medical and science people have been mired in bureaucratic sludge. We all know this; enough

gloom and doom. Be careful, be safe and be prudent, then perhaps we can get back to our fly-ins and other aviation social activities in the near future. Vaccinations might be a game changer?

Update, Update! As I turned on the morning news, EAA headquarters has announced AirVenture is a go. Jack Pelton indicates, **"There will be contingencies."**

On the flip side, the Paris Air Show has been cancelled and the Deland Sport Aviation Showcase has been moved back to November. Stay tuned.

100 (106 actually)

This February's editorial will be my "swan song". I have been fumbling around this keyboard for eight plus years and now I have decided to move on to another form of writing. Back in 2012 Bill Markstrum needed to take a break and President Steve asked me to fill in; the rest is **history.** Time in the editor's office has been fun.

Now to clear my conscience, there are a few items that need to be fessed-up to Chapter 75 readers. That suite of offices that I claim to occupy at the downtown Irma YMCA Tower was pure fabrications. Wada Yamein,



my aviation field researcher, Goh Phiger, my statistician, **and Uver d' Limet our test pilot,** yup, I invented them. **We didn't really have a lease** on that AMC Pacer either! And, no I never did fly wingman for any of Chuck **Yeager's sound barrier experiments.** I feel better already.

Tom Voss

Thank you Tom for sorting out my words and turning these paragraphs into a readable format. And thanks also, for locating photos that add interest to our newsletter. You are appreciated.

Basic Flying Rules

1. Try to stay in the middle of the air.
2. Do not go near the edge of it.
3. The edge of air can be recognized by the appearance of ground, buildings, sea, trees and inter-stellar space. It is much more difficult to fly there.

Keep your needle in the green.

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February 2021

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WORTH THE WAIT



July 26 - August 1





North Central Wisconsin

Lite Flyers
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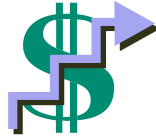
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NCWLF Treasurer Report February 2021
Submitted by Larry Wenning

<u>Checking</u>		<u>Savings</u>	
Balance Forward	\$ 944.78	Balance Forward	\$ 20,678.76
Checking Deposits		Interest	.18
	87.00		
Checking Payments		<u>Savings Balance</u>	\$ 20,678.94
<u>Checking Balance</u>	\$ 1,031.78	<u>Total Cash</u>	\$ 21,710.72

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



The passport adventure for the next two days was for me, Larry Gordon, to depart Wild Rose Airport with a stamp stop in Marshfield, before continuing on to Medford to rendezvous with Dan Marlenga. We would continue north to Prentice, then Price County Airport to team up with Lyle Banser. Our threesome hoped to collect passport stamps at all the public access airports along Highway 13 to Madeline Island and west to Superior and the Minnesota state line; then as far south as Highway 64 to New Richmond.

The 57 mile leg to Marshfield put my Wild Rose departure at 6:15 am. Calm winds and pleasant temp made the short flight over the irrigated sand plain of Wisconsin and the Wisconsin River Valley a picturesque start to the day. The forecasted weather for the day was 5 to 10 mile per hour winds and temperatures in the mid-80s. A quick stamp at Duffy's Aircraft, then off to Medford.

It wasn't long before Dan could be heard announcing his landing intentions on 122.8 in Medford. By the time Dan was stretching his

legs, I was in the pattern and landing on RWY 27. Without any activity at Taylor County, we booked our stamps and headed out for the short 30-minute hop to Prentice. Slowly the patchwork of agricultural fields were becoming denser with forests. Soon we were on the ground in Prentice, then off again to continue flying into the North Woods to meet Lyle Banser at the Price County Airport. We found Lyle on the ramp with Chapter 75 member Jim Heizler and also Ed Munson, who is doing a Rans S-7 build. A short break, a splash of Swift 94, and a goodbye to the resident sandhill cranes found us back in the air. We were now a Rans S-6 Coyote pack of 3.

Park Falls Airport gave us our first aircraft traffic of the day; a Bonanza was warming up as we arrived, and departed as we got our Passport stamps. Saying goodbye to the Flambeau River, we headed for Lake Superior and Ashland. There, the John F Kennedy Airport terminal was a log cabin design with displays highlighting the areas mine and ore shipping histories. It even had a Pyrenees pup to add to the rustic charm of the terminal.

The 10 minute flight over Chequamegon Bay from Ashland to the Apostle Islands and Madeline Island was spectacular. The blue of the bay was dotted with white sails of sailboats and the hulls of motor cruisers, while

the shoreline waters were a contrasting turbid brown of suspended silt. Not seeing any activity at Major Gilbert Field it was a stamp and go visit, again flying over the Bay and within view of Lake Superior to the north. Another 25 minute flight west took us to Iron River for another stamp and go.

Thirty minutes of skirting the south shore of Lake Superior found us at Richard I Bong Airport in Superior, named after the Pacific Theater World War II ace. Bong did all of his combat flying in a P-38 Lightning. Since we were quickly running out of the noon hour, we checked out the courtesy car for a ride to the local "Grizzly Grill" for burgers and rehydrating fluids. Then it was back to the airport to plot our course "down-state" and view some of the Richard Bong memorabilia in the terminal. The weather for the next segment of our adventure was looking like increasing southwesterly winds 10 to 12 mph at a pleasant 80°, with moderate thermals.

Our next stops were Solon Springs Airport just west of Wisconsin Highway 53, Eau Claire Lakes Airport in Drummond, and Cable Union Airport in Cable. Solon Springs and Cable Union airports have paved runways and Eau Claire Lakes airport is turf. All three airports are sited in beautiful areas of lakes, rivers, and National Scenic Wa-

(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

EAA Renewals

As the year draws to a close I will be preparing our EAA Member's renewals. You can find your next renewal year in a couple of places, the email notifying you of a newsletter, on the label of the mailed paper copy you receive, or in the Member List on the website. If it shows older than 2021, you need to renew your chapter dues in order to be part of the EAA renewal.

Larry Wenning



Calendar of Events

February 20 Chapter Meeting Canceled

March 20 Chapter Meeting Canceled

Buy Trade Sell

✈️ 1990 Kolb Firstar 503 Rotax \$4,500 David Berger 920-410-4671

✈️ 1947 Lacombe 8A Half interest Qualifies Light Sport S/N 5689, N2962K Continental 65hp (A-65-8) Aluminum/blue, Cleveland brakes, New tail wheel, Skis, Sport's A300 Trans, ext ant, push-to-talk, intercom. Airframe TT 3164 hours. 787 SMOH. STC auto gas (SA730GK, SE634GL) Current annual 6/2010 Hungered Stevens Point, WI \$8,000 Charley White 715 344-5646

✈️ Aero Vie 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 Lurch 715-891-7234.

✈️ Type 8, B gear box, 2.58:1 ratio with 16.2 hours of run time. Bret Tallinn 715-341-4093 . b t a - plin@msworldnet.com

Flying 2020 cont...

(Continued from page 3)
terways. Solon Springs is considered the headwaters of the St. Croix River, as well as the famous site of the World's largest ball of twine! We couldn't see the twine ball from the air, so we left that for another adventure.

With the increasing wind, temps, and thermals, we were starting to float on the paved runways while landing. We thought we might get to see a show when a local sightseeing tour pilot of an AirCam was coming in for a landing at Cable Union, but he wowed the crowd by sticking the landing from his cantilevered position. As we were readying for departure, the pilot of the AirCam hangared his plane and called it a day.

Thinking the air shows were over for the day, the Coyote S-6 pack took off for Sawyer County Airport in Hayward, a mere 15-mile hop. Shortly after announcing our intentions for a flight of three, another plane announced its position with intentions to also land, a Dassault Falcon 900. Upon Landing we were greeted by the airport man-

ager who gave us a rundown of the happenings that were about to take place.

The Falcon tri-jet touched down and immediately initiated the reverse thrusters, stopping the jet with room to spare on the 5000' runway. As it taxied to the ramp, 2 black Suburbans drove into position to accept the cargo of long legged women's college volleyball team members who came "up north" to the Uline Corporation family cottage for the weekend. The Falcon was refueled and on its way back to the Twin Cities to do it all again tomorrow, but with a women's collegiate volleyball team from the Chicago area. We three amigos were left wondering what the summer cottage looked like!

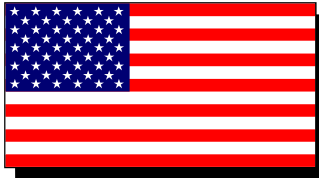
Once the dust settled and Dan regained his composure, we decided to head another 39 miles towards the southern horizon for fuel, food, libations, and a spot to roll out the sleeping bags. Anything extra than that would be a bonus after a long day. So off to Cumberland we went. As was the case all day, we couldn't look below

our wings and not see a lake or river. Our lucky day was to end with a nice grass runway orientated into the wind, Swift 94 for our Rotax 912s, and permission to use the carpeted conference rooms and shower for our over-nighter. Finding the courtesy car in use, manager Rick Brekke lent us his personal vehicle to go into town for provisions, which we did, all before Rick drove home to Rice Lake for the night. It wasn't long after Civil Twilight that we said our good-nights and laid our heads down to call it a day. Tomorrow would be hard to beat the weather, events, and scenery of the past 15 hours.

My stats for the day from Wild Rose(W23):

- Hobbs hours logged - 6.6
- Miles flown - 401
- Landings -14
- Passport stamps -14

Respectfully submitted,
Larry Gordon



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ULTRALIGHTS

EAA UL Chapter 75