



# **THE HAYMEADOW FLYER**

**EAA CHAPTER 640, CENTRAL WISCONSIN**

*Our 40th Year!*

## **UPCOMING EVENTS**

### **EAA Ski-Plane Fly-In**

Saturday, February 9, 2019  
10:00 a.m. - 1:30 p.m.  
Pioneer Field, Oshkosh

[Click Here for More Information](#)

### **EAA 992 Chili Feed and Fly-in**

Saturday, February 16, 2019  
10:00 a.m. - 1:00 p.m.  
Marshfield Airport (MFI)

[Click Here for More Information](#)

### **Rusty Pilots presented by AOPA**

Saturday, February 23, 2019  
9:00 a.m. - 12:00 p.m.  
CAVU at Green Bay Airport

[Click Here for More Information](#)

## **EAA / FAA WEBINARS**

### **History of the B-17 Memphis Belle**

Wednesday, January 30, 2019  
7:00 p.m. - 8:30 p.m.

[More Information Here](#)

### **Breaking Good**

Wednesday, February 6, 2019  
7:00 p.m. - 8:30 p.m.

[FAA WINGS Credit Available](#)

### **Paramotors: Learning, Flying and Buying**

Wednesday, February 27, 2019  
7:00 p.m. - 8:30 p.m.

[FAA WINGS Credit Available](#)

## **NEXT MEETING DATES, TIMES AND LOCATIONS**

The next meeting will be held February 9 at 1:00 p.m. at the Learn Build Fly Education Center.

April's meeting will be on April 13 and will be hosted by the Mohr's.

June's meeting will be June 9th at Don and Katie Winch's.



## **WHAT'S GOING ON IN THE CHAPTER**

Greg Stine completed his first solo in January. Congratulations Greg!

Project Updates: Dave Harm is working on the cowling for his RV project and hoping to make additional progress over the winter. Syd Cohen is starting a wing for a project Ercoupe. He is currently thinking the project will take about four years to complete. Bob Mohr has the boot cowl for his PA-12 project painted and continues to make progress.

Learn Build Fly hosted its first major events in early January, beginning with a Weight and Balance presentation from Joe Norris with EAA. Over 70 pilots and community members were in attendance and were able to check out the new education center. LBF also hosted the Civil Air Patrol's 30th Anniversary Celebration, which was attended by representatives of the offices of Rep. Sean Duffy, Senator Ron Johnson, State Rep. Pat Schneider and Wausau Mayor Robert Mielke.

A group of 6 local high school students started the inaugural Aviation 101 program at the Wausau Downtown Airport. This program aims to address the growing pilot shortage and give students a head start toward pursuing an aviation career. The semester-long program will prepare students to pass the FAA Knowledge Test for Private Pilot and complete flight lessons on a Wausau Flying Service flight simulator. They will then be able to earn their pilot certificate over the summer. This program's success has been a result of a partnership between Wausau Flying Service and the Wausau School District with direct funding being provided from multiple chapter and community members and organizations.

# *Flying Adventures:* **NORTH TO ALASKA**

*By Syd Cohen*

## **PART 1**

*Author Note: This is a story of one of my flying trips that took place back in 2005. I think that I published a shorter version in The Haymeadow Flyer in 2005, but we now have many new Chapter 640 members, so I'm sending it in again.*

This story all started when my cousin, Sherm Ringer, who lives in St. Paul, MN contacted me in January and told me that his older sister, Betty, was not doing well and had been put in an assisted living facility. Betty lived in Winnipeg, Manitoba, Canada, and Sherm asked if I could fly him there so we could visit her.

I told Sherm that we could do it. We set a departure date of Wednesday, February 23, to give us time to prepare for the trip.

In those days AOPA sent a huge book to each of its members each year, containing everything a pilot should know about flying, including a nationwide airport directory. I pulled out my AOPA book and looked up "Flying into Canada." It said that I should obtain a CANPASS. (The CANPASS – Private Aircraft program makes clearing the border easier for private aircraft carrying no more than 15 people, [including the crew] and traveling to Canada from the United States. This program allows members to access more airports and provides expedited clearances for low-risk, pre-screened travelers.)

The AOPA book also listed special rules for flying into Canada:

1. THE PILOT MUST CONTACT CANADIAN CUSTOMS BEFORE THE FLIGHT AND a. GIVE THE INTENDED AIRPORT (WHICH IS SERVICED BY CANADIAN CUSTOMS), b. THE DATE AND TIME THAT HE/SHE WILL BE LANDING. c. THE LANDING MUST BE WITHIN 30 MINUTES OF THE GIVEN TIME.
2. THE PILOT MUST FILE AND ACTIVATE A FLIGHT PLAN IN ORDER TO CROSS THE BORDER.
3. THE PILOT MUST BE IN RADAR CONTACT WITH AIR TRAFFIC CONTROL IN ORDER TO CROSS THE BORDER.
4. THE PILOT MUST BE IN RADIO CONTACT WITH AN AIR TRAFFIC CONTROL CENTER IN ORDER TO CROSS THE BORDER.
5. AFTER LANDING THE PILOT AND ALL PASSENGERS MUST REMAIN INSIDE THE AIRCRAFT UNTIL THE CUSTOMS OFFICIAL ALLOWS THEM TO DEPART THE AIRPLANE.

Armed with that knowledge, I applied for a CANPASS. I also went online to find a facility that sells Canadian Aeronautical charts. I found one, called them, and ordered a Winnipeg Sectional Chart. I made very sure that the chart they sold was current. They assured me that it was.

My plane was built in 1946 and was registered as NC94196. The CAA (Civil Aeronautic Authority, which was the predecessor of the FAA) dropped the "C" in 1948, but I added it again when I had my wings repainted. I had found the FAR (Federal Air Regulation) that allowed U. S. aircraft more than 30 years old to display an NC number, instead of just an N number. I printed that FAR so I could show it to Customs officials, if asked.

I borrowed a snowmobile suit from a friend to wear in case we had to make a forced landing away from civilization, and planned to bring other warm clothing, including my Sorel boots. I called Sherm and told him to do the same. I also packed about 20 granola bars, plus a hand compass, a 406 mhz Personal Locator Beacon, a first aid kit, tent, sleeping bags, emergency blankets, signaling mirror, drinking water, etc.

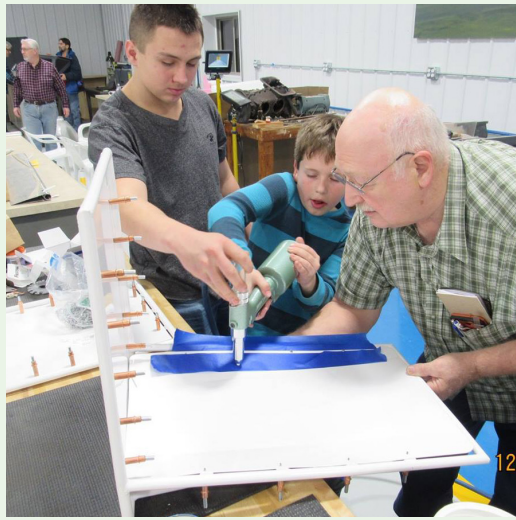
The CANPASS permit arrived in the mail, along with a sticker that was to be placed next to the pilot's door. My plane doesn't have doors, but Scampy does have sliding windows for entrance and exit, so I placed the sticker next to the pilot's sliding window.

The Winnipeg Sectional chart also arrived in the mail. I checked it thoroughly to be sure that it was current. I was surprised to find that unlike U.S. charts, no expiration date was listed anywhere on the chart. Apparently, nothing changes in Canada. I also noticed that there were very few airports shown. I got out my paper U.S. sectional charts (this is in the days before iPad and Foreflight) and drew my route lines from Wausau to St. Paul, St. Paul to Thief River Falls to Winnipeg International, where we would clear Canadian Customs and be picked up by Betty's daughter Esther and Esther's husband Richard and then visit Betty.

The plan was to stay overnight at least one night with Esther and Richard and then depart Winnipeg International and fly to Warroad, MN to clear U.S. Customs, then fly over the Boundary Waters Canoe Area Wilderness in northern Minnesota, then fly to Duluth for fuel, then fly to St. Paul and then back to Wausau. I drew our route lines on the charts for that route. I checked the airplane over very carefully to make sure that we would have no mechanical problems.

Preparations complete, we waited until the departure day, while I checked weather continuously.

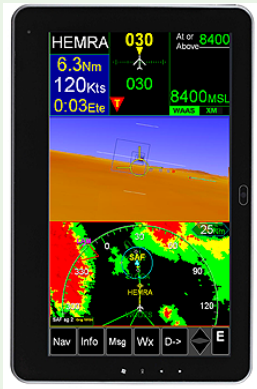
**WATCH FOR PART II IN THE NEXT ISSUE!**



## JANUARY MEETING NOTES

- The January meeting was held on Saturday, January 12 at the Stage Stop restaurant in Mosinee. Special thanks to hosts Mike and Darlene Unertl! The meeting was called to order at 12:00pm.
- A motion to approve the Treasurer's report was made by Bob Mohr and seconded by George Michalski. All voted in favor. Currently, 640 has \$32,000 in savings, \$1,372 in checking and \$165 cash on hand.
- Old business - due to the current economy, the plan to invest some of the Chapter 640 savings is currently on hold. More information will be provided to membership when we look again at moving forward.
- New business included the many upcoming events that are being planned for the Wausau airport, including a potential Women in Aviation Day / event to be held in conjunction with the Air Race Classic, which runs from June 18 - 21 and will be stopping in Wausau. More details on help needed will be to come.
- The First Ditch Fly-in in LeSueur, MN will be held May 31 - June 2, 2019.
- A motion to adjourn was made by Deb Mohr and seconded by George Michalski.

## FOR SALE



### CHEETAH FLIGHT PAD 7 - BEST OFFER

**NEW IN BOX - ALSO INCLUDES A GARMIN 196 - \$195 OBO**

Package includes GPS tablet with 7" screen, WAAS GPS antenna, automatic updates, 3D "Highway in the Sky" tracking with all US approaches, all US IFR and VFR charting and ADS-B weather and traffic software.

Contact Syd Cohen at 715-573-7063 or [sydlois@charter.net](mailto:sydlois@charter.net)

## CHAPTER LIBRARY

You are invited to borrow aviation-related books and videos from the Chapter Library, located in Syd Cohen's hangar. Look them over at the next meeting or call Syd at 715.842.7814 and the hangar will be opened for you. You can also view a list of the available materials at <http://640.eeachapter.org/librarydvds.html>.



## CHAPTER OFFICERS

President	Scott Feldbruegge	<a href="#">EMAIL</a>	Young Eagles Coord.	Jim Hannemann	<a href="#">EMAIL</a>
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