

[www.eaa252.org](http://www.eaa252.org)

**July 2003**

**Oshkosh - Sport Aviation Capitol of the World**

	President: Pat Keesler 920-729-5751 <a href="mailto:keesler@baslerturbo.com">keesler@baslerturbo.com</a>
	Vice President: John Monnett 920-231-8297 <a href="mailto:info@sonex-ltd.com">info@sonex-ltd.com</a>

	Secretary: Mary Lattimer 920-725-9132 <a href="mailto:miat@new.rr.com">miat@new.rr.com</a>
	Treasurer: Frank Friedman 920-237-3536 <a href="mailto:frankzip@charter.net">frankzip@charter.net</a>

**July Membership Meeting**

**Williams Elo Airport - Pickett**

**Family Picnic on Saturday 9:00 am to Noon - July 12**

**This meeting will be held at the airstrip of Munsil Williams, 8 miles southwest of Highway 41, on Highway 44. The usual aviation buffs will meet anytime after 9:00 am. For Chapter 252 members and friends, lunch will start at 11:00 am. Hamburgers, brats, and buns will be provided by Chapter 252, along with soft drinks. Please bring your own dishes and silverware. Bring a generous dish to pass. In the past, it has usually worked out that we have the right mix of salads, hot casseroles, and desserts. This is a family outing. This is also the opportunity to bring a friend or neighbor who may be interested in joining 252.**

**There will be no Chapter meeting in August.  
We will all be busy as volunteers at AirVenture!**

**Next Chapter meeting is Monday, Sept. 8th, at Sonex at 7:00 pm.**

## Chapter 252 gets into the dry goods business...

There is action taking place to make up a unique Chapter 252 shirt (not a Tee shirt, but a real shirt with a pocket) which will be for sale. As soon as details are available, like a picture of the shirt, we will post it in the *Pylon*, and it will also be on the Chapter 252 website.

## The day they moved the tower

Jim Sonnleitner



One of the stories missed at the last (June 2) meeting was the story Steve Wittman told at several of the early EAA conventions about moving the control tower. The tower was located near Basler's and was to be moved to the present location. This was in 1967, just before Steve retired as airport manager in 1969.

The highlight of the story was the Wisconsin DOT's concern about the weight of the tower as it was physically moved across runway 9-27. (There seemed little concern about moving across the grass.) The DOT had assessed that the runway could hold up to 900 tons. When asked about how much the tower weighed, Steve said he would check with some engineers and would call back the next day. The next day Steve called back and said the tower weighed 900 tons. The DOT accepted the figure and the tower was moved. No one had any idea how much the tower weighed, and still don't know.

## June 2 Chapter meeting has large turnout

Greg Burneske

The June 2 Chapter meeting was no ordinary meeting. President **Pat Keesler** made a decision to skip the usual reading of the minutes and the Treasurer's report to keep the focus on the two guests - **Pat Basler** and **Bill Brennand**.



Pat and Bill and several others were there to relate memories of Steve Wittman and the early days of Wittman Field, including references to the original Wittman Hangar (now "Hangar 12"). Almost half of the large audience, including many nonmembers, told of their strong ties to the historic building. Among them were two of our Winnebago County supervisors. The "Timeless Voices" crew from EAA headquarters was there to videotape the discussion about "how it was" for posterity.

## Chapter 252 to have float in the Oshkosh July 4th parade!

Several members, spurred by **Dr. E. T. Sonnleitner**, will be preparing a float for the traditional Oshkosh July 4th parade. Plans are to have a "paper airplane" on a flatbed trailer, with appropriate signage. "E.T." is looking for a few volunteers to make sure the float properly represents our Chapter. Call him at 235-1866

## First Flight!



We missed reporting Munsil Williams' first flight in his brand new RV that we all watched go together in his shop on Saturday mornings. But it did fly several months ago.



Now we hear (and saw) that Pat Keesler got into the air on May 10th with his Rotax-powered Pulsar XP. We all saw his airplane in the final stages several months ago when the Chapter meeting was held in his hangar.

## Sport Aviation Association Fly-In

On the weekend of June 5,6,7,8, SAA held its second annual member fly-in at Frasca Field in Urbana, Illinois. After some very murky weather on Thursday and Friday morning, airplanes started arriving in good numbers. Chapter 252 members Paul Poberezny, Norm Petersen, Doc Mosher, Bill Brennan, and Gene Chase were in attendance. Phil Boyer of AOPA was also there.



Phil Boyer (AOPA) and Paul Poberezny (SAA)

A number of informative forums and workshops were presented. Factory tours of Frasca's simulator shops, where full motion airline cockpit simulators are built, were conducted by the host, Rudy Frasca. Great food, great planes, great people.



Host Rudy Frasca and Paul Poberezny

## Wittman Airport's 20th Avenue takes on a new look



The heavy construction work on the new corporate hangar between Basler Flight Service and the Terminal Building is started at last. In fact, the builders are trying to get the steel set before AirVenture, so the high crane will not be a hazard to aircraft in the pattern.

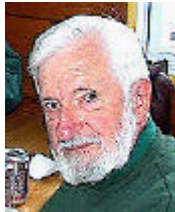


There will be four hangars, each 80 x 80, which can house based or transient aircraft. The hangar and ramp space occupies land leased from the County Airport by the company that is building the hangar.

NewView Technologies, Inc. will use one of the hangars for aircraft maintenance. Several of the other hangars already have tentative occupants who will base their jets there.

This sizable hangar space is a welcome addition to the growth of Wittman Field.

**Ol' Tattered  
Wingtips  
Doc Mosher**



It has been some time since Ol' Tattered Wingtips appeared in the *Pylon*, but it seems like it is time. Greg Burneske, our Chapter Webmaster, has urged Chapter members to write to their Federal officials. I will try to catch you up on my own correspondence and discussions with the folks in DC (Disneyland Central).

**Congressman Tom Petri:** On March 24<sup>th</sup> I received a letter from Congressman Petri acknowledging my concern about TSA implementing the new ability to make the FAA revoke any FAA airman certificate if the TSA deemed such an airman to be a "security risk" with no ability for the airman to even contest the revocation or find the reasons behind such a revocation. Tom Petri called the TSA. "Although the appeal process was not well defined in the rules, the TSA officials assured me that these pilots will be able to appeal the decision to the TSA and the FAA with union or other legal representation if necessary." I have since told Tom Petri that the appeal to the TSA, the agency that set the process in motion, would be worthless. This is not due process.

**Senator Herb Kohl:** In my normal correspondence with Senator Kohl, I had sent him a note on January 25<sup>th</sup> describing the excesses of the TSA. My primary concern was the "pull the certificate of any airman suspected of being a security threat with no justification needed" TSA rule. I said that "TSA is a huge and expensive organization and so far has been almost totally ineffective concerning transportation security. However, now it has taken over the FAA, whose Congressional mandate is to oversee and regulate aviation. Now the TSA cops are running aviation safety!" On February 9<sup>th</sup> I ended a note stating "Stop this heavy-handed 'anti-terrorist' crap!" I had sent Senator Kohl a copy of a letter I had

written to the TSA. On March 25<sup>th</sup> he replied that he had contacted TSA asking them to reply to me directly. On April 1<sup>st</sup> I did get a reply which stressed Kohl's concern about charter flights over 12,500 lb. "I understand that the new security procedures may cause an inconvenience to charter operators and their customers. However, in light of the terrible attacks carried out through the commercial aviation system, I believe we have a duty to implement sufficient security measures to prevent a similar attack from happening again."

**Senator Russ Feingold:** I had written to Senator Feingold about the TSA fiasco. On March 31<sup>st</sup> I received a note stating that he had forwarded my letter to TSA and that I could expect a reply from them. On May 19<sup>th</sup> Senator Feingold sent me a copy of the reply that he got from TSA's administrator, Admiral James Loy. That letter revealed that "based on TSA's review to date of 1.2 million certificate holders, TSA had determined that only eight individuals, all of whom were non-resident aliens, pose a security threat. Of these eight, only four have chosen to challenge TSA's determination." This means, of course, that Admiral Loy had cleared all of us 1.2 million airmen of being a security threat back in May. However, no news media has leaked that information to the public, and the public is still in fear of any airplane flying overhead, which might be flown by an FAA-certificated terrorist. The first part of May I spoke with Senator Feingold in Oshkosh about my concerns with TSA, and he acknowledged his own concern about the very expensive and heavy-handed methods of "security" that characterize TSA.

**TSA Administrator James Loy:** I received a three page letter from Admiral Loy dated April 29th explaining some of the items I had stated in my letter to him dated back in March. The letter brought up more questions than it answered. I wrote directly to Admiral Loy, stating "you explained a number of things quite clearly. However, there are a number of vexing questions



concerning your reply which have to do with the basic thrust of TSA's programs concerning general aviation." Some excerpts from my letter to Admiral Loy:

- - - - -

**What was/is the standard used for the background check of the 1.2 million FAA certificated people?** The Pentagon's (Admiral John Poindexter) data mining program was formerly named the Total Information Awareness program but now carries the more benign title of Terrorist Information Awareness Program. That office recently released a Congressionally mandated report on the threat to privacy rights and the potential ineffectiveness of the broadly criticized TSA cyber-surveillance system. . . . Technically, TSA would use "data mining" and complex, ever-shifting mathematical formulae to sift through highly personal information in data bases around the world in what many say is a vain quest to effectively create a high-tech crystal ball.

**Was this system of "data mining" the method that TSA used in checking 1.2 million certificated airmen to find potential "security risk" people?**

**A challenge to you - To minimize the paranoia of the general public of the fear of any small plane flying, I strongly suggest that you call a press conference to declare that the people flying and maintaining the airplanes being flown over America every day have been individually cleared as posing no threat to national security. This is the fact as a result of TSA's exhaustive background checks on every FAA certificated airman. Such a statement would go a long way to alleviate the fears of the general population.**

. . . there is no enforcement method of requiring certificated mechanics . . . to send FAA any change of address. The only way FAA knows of most pilot changes of address is because pilots have to have flight physicals at various intervals, and when FAA gets a copy of the application for such a pilot physical, it usually updates the latest address for the pilot. Mechanics have no such automatic updating. The FAA's list of certificated mechanics just grows and grows.

**How did TSA's vast security check of certificated mechanics find the mechanics? What percentage of mechanic files were deadends because of death or a lack of forwarding addresses?**

We now have more people on TSA's payroll than the Social Security System has! We have something like 5,000 FAA inspectors to monitor the entire aviation system - pilots, mechanics, air traffic control, etc. We have some 55,000 screeners at airline terminals. At some terminals, according to Congress, we have more screeners than passengers! And until the last two weeks or so, TSA had not screened some 22,000 of its own employees! Who is watching the cops?

- - - - -

Meanwhile, if a "terrorist" tore up an airport in the middle of the night, the whole country would be up in arms and frightened about how such a thing could happen. It did. At Meigs Field. TSA, where are you when we need you?

Copies of my May 31st letter to Admiral Loy were copied to Petri, Kohl, Feingold, Tom Poberezny (EAA), Paul Poberezny (EAA), Phil Boyer AOPA), Anthony Romero (ACLU), Marion Blakey (FAA).

- - - - -

## WIAA names "100 Most Influential Women in Aviation"

Aero-news.net

Women in Aviation this Spring honored the "100 Most Influential Women in Aviation" as part of a tribute to 100 years of powered flight. Some are non-pilots, some are controversial, some are obvious - but they are all important in the furtherance of aviation. Whether you agree wholeheartedly, or think your favorite has been left out, you can't help but give credit to these 100 women.

Jacqueline Auriol	Lady Mary Bailey
Pancho Barnes	Mary Utterback Barr
Barbara Barrett	Colleen Barrett
Jean Batten	Olive Ann Beech
Fiorenza de Bernardi	Marta Bohn-Meyer
Helene Boucher	Janet Harmon Bragg
Tiny Broadwick	Ada Brown
Ann Baumgartner Carl	Amy Carmien
Peggy Baty Chabrian	Willa Brown Chappell
Katherine Cheung	Julie Clark
Rose Clement	Jerrie Cobb
Jacqueline Cochran	Bessie Coleman
Eileen Collins	Rhonda Cornum
Lorna Vivian DeBlicquy	Amelia Earhart
Arlen Elliott	Mary Feik
Nancy Fitzroy	Cornelia Fort
Betty Skelton Frankman	Wally Funk
Jane Garvey	Margaret Gee
Betty Huyler Gillies	Sabiha Gokcen
Pauline Gower	Joy Bright Hancock
Jane Hanks	Gloria Heath
Jeanne Holm	Jean Ross Howard-Phelan
Barbara Jayne	Marion P Jayne
Mae Jemison	Nadine Jeppesen
Amy Johnson	Evelyn Bryan Johnson
Loretta Jones	Ann Wood Kelly
Teddy Kenyon	Martha King
Raymonde de Larouche	Ruth Law
Moya Lear	Hazel Ying Lee
Ann Morrow Lindbergh	Lily Litvak
Doris E Lockness	Nancy Harkness
LoveShannon Lucid	Beryl Markman
June D Maule	Geraldine Mock
Matilde Moisant	Ruth Nichols
Blanche Noyes	Phoebe Fairgraves Omlie
Betty Pfister	Elsie Pickles
Audrey Poberezny	Harriet Quimby
Bessica Raiche	Marina Raskova
Hanna Reitsch	Judy Resnik
Helen Richey	Sally Ride

Eleanor Roosevelt	Marie Rossi
Blanche Stuart Scott	Elinor Smith
Jacqueline L Smith	Cheryl Stearns
Katherine Stinson	Marjorie Stinson
Kathryn Sullivan	Valentina Tereshkova
Louise M Thaden	Nancy Hopkins
TierBobbi Trout	Pat Wagner
Patty Wagstaff	Nancy Bird Walton
Emily Howell Warner	Fay Gillis Wells
Edna Gardner Whyte	Sheila Widnall
Jessie Woods	Katherine Wright

Yes, Audrey Poberezny's name is on this list, and the recognition is well earned. More than any other individual, Audrey contributed to the success of Paul Poberezny and the EAA he founded in 1953, by unwavering encouragement and inspiration for both Paul and the organization.



During the early days, Audrey hosted countless individuals and groups who descended on the Poberezny home at all hours of the day and night, weekends included. She took notes during the meetings, ran to the airport to pick up out-of-town guests, and prepared meals. In short, she did all the things that needed to be done. She is very active today, and truly deserves to be listed as a person who is still "influential" in the aviation world.

Interested in these women and their part of the aviation story? Go to "Women in Aviation" on your computer. Our own Peggy Baty Chabrian was instrumental in getting "Women in Aviation" off the ground and to be the vital organization that it is today. The WIA website has a fabulous collection of information on these and other women who helped shape aviation as it is today.

## Wittman business named Wisconsin Aviation Business of the Year

**New View Technologies, Inc.**, based on Wittman Field has been named as the "Wisconsin Aviation Business of the Year" by the Wisconsin Aviation Trades Association. WATA is made up of flight centers and aircraft maintenance businesses. The award was presented to NewView owners Bruce and Rae Botterman during the annual Wisconsin Aviation Conference on March 31st in Madison.



NewView's business was started in 1996, and specialized in aircraft window repair. Pressurized aircraft window repairs require a high degree of skill and experience. Being based at Wittman, Bruce and Rae were often asked to perform maintenance other than just windows, and today NewView does a great variety of aircraft and engine maintenance. NewView is certified by the FAA as a repair station, and is rated to service aircraft static systems, and altimeter and transponder testing and adjustment. The company operates out of four aircraft hangars at Wittman, and will soon be working out of the new Philmar corporate hangar on 20th Avenue.

Bruce, who holds his A&P/IA, was appointed to the Wisconsin Airport Financing Committee by Governor McCallum. The Oshkosh Chamber of Commerce aviation advisory group has appointed Bruce to be the community representative concerning the new Wittman Airport Master Plan.

Congratulations to our neighbors!

## Small world . . .

Pat Keesler - President

Twenty years ago a mutual friend introduced me to a fellow by the name of Pat Smith. Pat and Bruce Botterman owned a Cessna 182 and Pat took me for my first ride in a small airplane. That ride was my ticket into the world of sport aviation. It wasn't long before I was hooked on flying and taking lessons at Maxair in Appleton. Oh, did I mention that at the time Bruce was running Maxair and that I owned a hardware store? It soon became evident that Bruce needed a lot of supplies from my store and, of course, I was looking for the most painless way possible to get my pilot license. Whoever originated the barter system knew what he was doing! Anyway, I had Howard Brown as my instructor, and by virtue of the fact that I am here to write this, he must have done a good job or I am just lucky.

Twenty years later, here I am working for Basler in Oshkosh. Howard is the chief flight instructor next door at the Tech. I am renting hangar space from Bruce, and Pat keeps his Cessna 310 in the hangar just across the road. What does all this mean? I don't have a clue! I do know that our world of aviation is really small and you just never know what will happen when you introduce someone new into this world of aviation. Flying is fun, and an extremely satisfying way to spend your free time. Let's try to share the experience whenever possible.

- - - - -  
At the last Chapter meeting at Sonex, I lost 2 photos of Steve Wittman and Bill Brennand sawing the wing off a Bell Airacobra. I had purchased 3 copies of the photo and had Bill sign all 3. They were passed around at the meeting and perhaps someone thought they were free. Two of them turned up missing after the meeting. I would really like them back.

## Chapter 252 Calendar of Events

**Friday, July 4 - Chapter 252 float in Oshkosh parade**

Sunday all day, July 6 - Oshkosh Circus Train FlyIn - [kphillips@eaa.org](mailto:kphillips@eaa.org)

**Saturday morning, July 12 - Chapter picnic at Elo Airport - Pickett**

**(This picnic takes the place of the usual monthly Chapter meeting)**

Saturday, July 12 - New London (Poppy's Acres) Flying games, bkfst/lunch - [kiss1945@aol.com](mailto:kiss1945@aol.com)

Saturday, Sunday, July 25,26 - Brodhead - Annual Pietenpol FlyIn - (815) 624-7583

Sunday, July 26 - Neenah - Old Time Days at Brenand Airport - [wielen@aol.com](mailto:wielen@aol.com)

**July 29-August 4 - Oshkosh - AirVenture 2003**

**No Chapter 252 member meeting in August**

**Monday evening, September 8 - 7:00 pm - Chapter 252 member meeting - Sonex**

**Editor, *Pylon***  
**1071 Meadow Lane**  
**Neenah WI 54956**

