

The
PYLON

www.eaa252.org

June 2003

Oshkosh - Sport Aviation Capitol of the World

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Regular Membership Meeting

Sonex Facility - Wittman Airport

Monday Evening - June 2 - 7:00 pm

This meeting will be hosted by Sonex. The program will consist of a "Timeless Voices of Aviation" interview with a number of people who were participants or observers in the early aviation history of Wittman Field and Winnebago County. The "Timeless Voices" TV crew from EAA headquarters will be taping both video and audio as this group is interviewed. This is one of the "don't miss" programs. Be there!

Come a bit early and visit Joe Norris' new hangar just down the taxi strip from Sonex.

Good things are happening at Wittman!

How Mickey and Minnie got their No-Fly Zones

Now it comes to light! Pilots didn't want them. The Department of Homeland Security didn't ask for them. Neither did the TSA. In fact, Congress had to bend its own rules to accommodate the request. We're talking about the No-Fly Zones around Disneyland in Anaheim and Disneyworld in Orlando. For years, Disney had wanted to keep those pesky little airplanes away from their parks. Under the guise of "**national security**" they got their wish. Disney executives went to Capitol Hill and got Senator Ted Stevens (R-AK) and Sen. Richard Shelby (R-AL) to insert some 65 words into a 3000 page \$397.4 million spending bill. Not once was the word "Disney" printed in the bill. Seems that Stevens and Shelby were heavily influenced by a former employee of Stevens - one Mitch Rose - who has been a lobbyist for Disney since 2000.

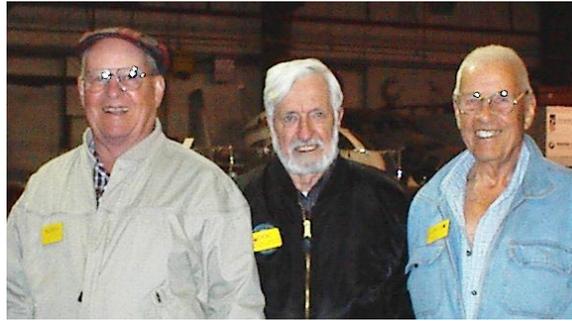
Mayor Daley (who destroyed Meigs Field in Chicago during the night), had fumed "Now, think of that: Mickey and Minnie have it. I mean, I can't believe that. They got it first before we get it!" Daley said to the Chicago Tribune on March 19. Eventually, of course, by going directly to Tom Ridge, he did get a No-Fly Zone over Chicago. The FAA took it down when the terror threat went from orange to yellow. Let's hope that some common sense will prevail, and it will be permanently gone. After all, it was only there because of duh mayor's petulance.

Bettye Strehlow

On May 10th, Bettye Strehlow died at the age of 80. Bettye did not attend many Chapter 252 meetings, but would often be at other Chapter events with her husband, Bob. It was quite natural for Bob to be an EAA member, starting with his service as a combat airman in WWII. Bettye, on the other hand, with little background in aviation, was a dependable and sought out volunteer at EAA, where for many years she informally headed up "Bettye's sewing circle," although she never called it that. A group of ladies, most well past "retirement age," stitched and installed snaps in all sorts of fabrics and other materials to provide cockpit covers, engine covers, banners, and other materials as the need arose. Without fanfare, and usually without recognition, this group quietly stitched and sewed whenever EAA needed their services. You can hardly pick up an engine cover or a pouch that Bettye and her circle did not provide. She was probably better known as "the flower lady" because of her work with the plantings and flowers all over the EAA grounds. With her ready smile, and a wry sense of humor, Bettye was a delight to know.

Bettye and Bob have a son, Scott, in Minnesota, and a daughter, Kim Clabots, in Green Bay. Kim is very active in the Green Bay EAA Chapter, especially the Chapter newsletter. Kim laughs and says "I guess I got that from Mom."

Our thoughts are with Bob and his family and we extend our sympathy to them. We have all lost something in Bettye's passing. She will be remembered for her own personality.



Chapter 252 trio combines Sun'n'Fun with visit to Kitty Hawk and the Smithsonian

The annual trek to Sun'n'Fun in April by three of our members was combined with an additional week of "on the road" to visit Kitty Hawk and Washington DC. Bill Schlapman, Norm Petersen, and Doc Mosher took off in Doc's station wagon to drive to EAA's annual Sun'n'Fun show in Lakeland FL. Instead of flying down this year, they all rode "seated on Corinthian leather."

After the usual week at S'n'F volunteering as "Raiders," (Raiders are the trash pickup crew) they set off for the Outer Banks of North Carolina to make the pilgrimage to Kitty Hawk. A day there, in the fog and rain, was enough to establish validity of their visit, so on to Washington DC.

Our EAA Museum director, Adam Smith, had made arrangements with his opposite number at the National Air & Space Museum's facility at Silver Hill for the trio to tour the national "attic of aviation." Silver Hill, for many years, was simply a group of open fields with a few dilapidated buildings where aviation artifacts were "stored." The B-29 Enola Gay sat outside for many years, exposed to the elements, because Congress would not vote some money to properly protect such aviation history. Fortunately, Paul Garber, the late head of the Silver Hill facility, finally started to get some money to put these treasures under roof and to restore and preserve them. The day the Wisconsin trio visited, the entire restored fuselage of the Enola Gay was just leaving on trailers to be trucked to the new Udvar-Hazy (OODvar HAHzee) facility at Dulles Airport.

Adam must have some clout, because the top people at both the Silver Hill facility and the downtown Air & Space Museum welcomed the Wisconsin trio and literally provided the keys to anything they had.

After a full day of poking and gaping at Silver Hill, the trio visited Washington's downtown Mall showplace of aviation, the National Air & Space Museum. Again, the trio was welcomed and given full carte blanche to the archives. Bill was particularly interested in details of the series of Lilienthal gliders, so had access to both the gliders and the literary archives. Doc sought out a number of items of interest, including the 1930 coast-to-coast flight of Frank Hawks and Duke Jernigan towing the "Texaco Eaglet" glider behind a Waco from San Diego to New York City, with pre-arranged stops along the way. The flight lasted 8 days, with over 38 hours being flown. In the late 1950s, Doc modified and flew a Franklin sailplane (the "Sun Spot") that was almost an exact clone of the Eaglet, except Doc's was a true gull wing. The Eaglet hangs in a building at Silver Hill, tattered and torn, awaiting refurbishing. Norm, being the editor type, had his own interests of research. The trio was happy to round a corner in the NASM and come face to face with Steve Wittman's "Chief Oshkosh" racer.

Just shows what can happen when three guys (median age 75) go on an aviation odyssey together for two weeks.

The Sun'n'Fun "Raiders"

By Doc Mosher

Each year, as Spring arrives all over the US, aviation enthusiasts start to stir, groundhog-like, and make preparations for an annual Springtime pilgrimage to the Lakeland, Florida location of EAA's Sun'n'Fun.

Within that group a smaller band of S'n'F "Raiders" starts to head South. Who are these people and why are they doing that? These folks are volunteers who daily cruise the S'n'F grounds at the Lakeland-Linder Airport on big special-built flatbed trailers pulled by green John Deere tractors. On the front of each trailer are four people holding onto a handrail as the trailer moves along, with one other person driving the tractor. As the rig stops at each trash barrel, two or three Raiders step off the trailer, and either swap barrels or dump half a barrel full of trash into one of the barrels already on the trailer. Then, they step back on the trailer and shout "Clear" so the tractor driver can move on.

A group of these rigs, perhaps 6 or so, sets out several times a day from the "Raider Camp" to cruise assigned areas of S'n'F to pick up the trash and garbage that crowds have deposited in the 55 gallon drums set out all over the grounds.



This will include the areas assigned for Ultralights, Warbirds, Airplane Camping, RV Camping, etc.

These drums all have a handle on each side to make them more manageable. The trailers each carry perhaps 12 or 14 of these empty barrels as they leave the Raider Camp, returning an hour or so later with all the barrels overflowing. They dump the full barrels into the gaping maws of huge garbage trucks ("compactors" to the Raiders).

Genderwise, statistics show that the five people on each "unit" consist of three men and two women. The Raider group is clearly a cross section of EAA membership, and it is pretty evident that there is a lot of gray hair (or no hair at all) in the group.

These people arrive in their RVs, in their Bonanzas and Cessnas, and in their cars - some come two weeks before the official start of S'n'F, and some on starting day or later. Some live in their RVs, some in their tents right in the Raider Camp. Some stay with Florida friends, some in condominium rentals. There are a lot of condos in Micky Mouse land. One group of a half dozen Raiders from Wisconsin annually rents a condo together to share expenses. This year there were two condos used just by Wisconsinites.

The Raider Camp itself has a small mobile home as a headquarters building, where walky-talky radio crackles with messages from the units. We've got a lot of pickup in RV camping - send another unit" or "Not much pickup on the flight line this morning - we'll be in early" or "This is Ed - we're going to hang out at the ultralights for awhile."

The Sun'n'Fun "Raiders - cont.

It's obvious that there is work to do, but the Raiders take time to stop and see the various points of interest. "On the trailers and back at Camp - "Did you see that German helicopter?" and "That turbine-powered Cub on floats is really something!" Sometimes, as a unit is on the way back to Camp, one Raider will tell the driver "I'll drop off at the Forums. I have a 10 am presentation."

At noontime, sandwiches arrive at Camp from the S'n'F kitchen, and the Camp picnic tables are filled with people laughing and eating. A head count is made of people who will be staying in Camp for supper. Tonight Sherm has planned on a spaghetti supper. He and his wife are from Alabama and two years ago they built their own Jabiru airplane.



After lunch there is a request from specific areas for a pickup run. Several groups quickly assemble and the rigs head out. The other Raiders are free to take a short nap before the afternoon air show. Others go off to the vendor displays or the aircraft parking areas to simply enjoy looking at the whole range of airplanes.

Why do they do it? Well, they have free admission and free camping. Their distinctive caps make them welcome to every display and opens any doors.

Everybody appreciates the Raiders. Moving the 55 gallon drums around means you can cancel your YMCA membership, at least for

the summer. You get to see the whole S'n'F layout while riding on an elevated trailer. And you get to be with old friends and make new friends who are the mainstay of EAA - just good airplane folks having a good time while doing a public service. Come on in for a day or a week. You're welcome!

May Chapter meeting featured Terry Lightner's experiences servicing airplanes in Antarctica

On Monday evening, May 5th, the regular monthly meeting was held at Basler Turboprop. Terry Lightner of Basler Turboprop presented a slide show of some of his work as a flight mechanic on a Basler Turboprop that was used to fly people for scientific research on the glaciers of Antarctica. His descriptions of the geography of the continent (high mountains, mile-deep glaciers, polar hurricanes) were illustrated with beautiful photos. The living conditions and the people are something most of us will never experience. Thanks, Terry, for the wonderful evening!

May 17 Young Eagle Rally Report

On Saturday morning, May 17, the Orion Aviation offices were filled with donor pilots and Young Eagle applicants. But alas, after several days of wonderful flying weather, Saturday morning was filled with fog and showers. There were to be no Young Eagles flown that day.

The kids filled their waiting time with tours of the Terminal Building and viewing of the Steve Wittman Tailwind airplane. Thanks to all who tried to make this a successful Young Eagle flight, and thanks to Orion for being a great host.

“The Timeless Voices of Aviation”

The exhaustive effort to collect the oral histories from the last century of powered flight is being advanced by the EAA. There is now a website www.timelessvoices.org that will give you an overview of the program. Briefly, EAA furnishes a kit of materials so local Chapters can set up an interview with a person or two who may have been witness/participant to aviation's development in the past. As Adam Smith, EAA Museum Director says, “There are lifetimes of aviation knowledge, experience, and lore that we are losing every day as these early aviators pass on. That's why ‘Timeless Voices’ is such a critical project to begin right now. The theme is ‘Let No Story Go Untold.’”

The TV interviews will be catalogued and available on the Internet

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New corporate hangar to be built at Wittman Field

By now, we are all aware that the new four 80x80 bay hangar will be built on Wittman Field, on the 20th Avenue side of the airport. The hangar will be built with Chamco participation on land that is leased from the Airport. A 35 year lease, with options for additional years, has been approved by both the hangar owner and the Airport. Two bays are already spoken for - one for use by New View Technologies and the other for a new Cessna Citation belonging to the owner of the hangar, Philmar. The negotiations took longer than most people thought they would, but the Aviation Committee and the entire Winnebago County Board finally came together to approve the proposal.

Chapter members and other Airport users welcome this addition to Wittman.

Water Wagon at AirVenture

At last year's AirVenture, Chapter 252 accepted the task of refilling the water used by the giant cooler blowers that were installed in the Forums area. This year we will be doing the same thing.

This consists of driving a tractor-pulled “water wagon” to each of the coolers early in the morning before the Forums start, and filling the water tanks at each cooler. Again in the afternoon, after the Forums are completed, the water wagon will again make the rounds during the air show. Two people can easily do the task.

Doc Mosher is the chairman for this operation, and is calling for Chapter volunteers to sign up for a morning or two (or even all week!) and an afternoon or two. The task lasts about three or four hours. Call Doc at 727-1534.

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The *Pylon* is coming to you in a new format . . .

Your monthly Chapter newsletter is undergoing reconstruction, and the process is not without pain. Greg Burneske, Dee Mosher, and Doc Mosher have been laboring over just how to get everything put together. Under the pressure of time (deadlines, and all that), some of the desired results are not yet accomplished.

The Plan is to have everyone who has access to a computer to receive their *Pylon* on their E-mail system. If you still must have the printed postal *Pylon*, let us know. There will be a postage and printing charge.

Greg is the Webmaster.
www.eaa252.org

Official Airshow of the Indy 500 cancelled - "terrorist threat"

(Aero-News net - Propwash)



Michael Mancuso and his Klein Tools Extra 300 aerobatic airplane were already designated the "Official Airshow of the Indy Racing League." Michael had already flown a number of the Indy-car events around the country, and he was to fly his routine in front of enthusiastic, extreme machine fans, with a huge television audience at Indianapolis.

But he is now banned from flying at Indianapolis (and for NASCAR). He will fly the other Indy-car events for the rest of the season. It seems that the Indy 500 is an "open air gathering" and thus off limits to low flying airplanes because, you see, banner fliers and aerobatic performers are, um, for lack of better words, suspected



terrorists. Michael says "The FAA, in every circumstance, has been absolutely awesome. They're as offended and confused about this as the rest of us. They've been really helpful, as they always are, with airshows."

The TSA is, of course, behind this. With the threat level at "Orange" the no-fly zone over the raceway has been expanded to seven miles and 10,000 feet. Does anybody in Washington think that a "no-fly zone" will keep a terrorist away?

We can only hope that TSA does not discover that AirVenture at Oshkosh is also an open-air gathering! Michael, by the way, is one of the invited performers at Oshkosh.

Advice from a terrorist about how to cope with an "Orange" alert

"Don't be paranoid about all these threats. You have to lead a normal life, otherwise the terrorists have won the war against America, if you start changing your lifestyle." Who said this?

On the occasion of the Dept. of Homeland Security's raising the threat level from "Yellow" to "Orange" last week, the Mayor of Chicago took to the airwaves (WBBM) to tell of needing \$3 million from the federal government to cover his "expenses" during the last "Code Orange." Yes, Richard C. Daley! This from the vandal who destroyed Meigs Field in the middle of the night in March, in the name of "security." Later, he admitted that that the "security" thing was simply a screen, stating that otherwise he could not have accomplished his mission. Now he says that he simply wants a lakeside park. He is still upset that Disneyworld and Disneyland have TFRs, and he can't get his own TFR to cover Chicago.

Chapter 252 Calendar of Events

Monday evening, June 2 - 7:00 pm - Chapter 252 meeting - Sonex - "Timeless Voices"

Saturday, Sunday, June 7,8 - Mainitowoc airshow, EAA 838 - odrumm@nesco.com

Sunday, June 8 - Watertown airshow, bkfst/lunch - steve@mucherheide@wisconsinaviation.com

Saturday, June 14, all day - West Bend all day flyin - www.sewairfest.com

Sunday, June 15, all day - Sheboygan Falls Wings & Wheels - trukdoc@charter.net

Monday evening, June 16 - 7:00 pm - Director meeting - Acee Deucee - S.Oregon, Oshkosh

Sunday all day, July 6 - Oshkosh Circus Train FlyIn - 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

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

July 29-August 4 - Oshkosh - AirVenture 2003



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