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**February 2005**

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

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**ANNUAL AVIATION COMMUNITY BANQUET**

**SATURDAY NIGHT - FEBRUARY 5<sup>th</sup>**  
**6:00-7:00 pm for cocktails - 7:00 pm dinner**  
**\$25 Per Person - RSVP Frank Friedman**

**EAA AIRVENTURE MUSEUM - OSHKOSH, WI**



**President's Message**  
**Steve "Sky" Lark**

Our Annual Chapter Banquet is just around the corner and that means better flying weather can't be far behind! Attendance of our members is promising, and the support of both local and national aviation groups for the silent auction is amazing! I look forward to reporting next month on the success of the event!

The events calendar for the upcoming year is also looking promising. Mark your calendars now for the annual Munsil Williams Corn Roast on September 10<sup>th</sup>, Joe Norris has completed his new hangar near the Sonex facility and he will be having an Open House for the Chapter on June 9<sup>th</sup>. Chuck Lukas will be sharing his experiences on either July 14<sup>th</sup> or October 13<sup>th</sup>. We are still working on a "Behind the Scenes" tour of EAA's Weeks Hangar to discuss the B17 and Ford Tri-Motor. And last but not least, Joe Norris from EAA will discuss the FAA's Airworthiness Inspection process. If you have other ideas for on topics, please drop me an email at [EAAChapter252@aol.com](mailto:EAAChapter252@aol.com).

As briefly mentioned at our January Chapter meeting I am assembling a committee to look at the feasibility of establishing a permanent home (Chapter Hangar on Wittman Airport) for Chapter 252. If you are interested in participating on the committee, or if you have input, please let me know.

Clear Sky's and Tailwinds....

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**About the Banquet -**

We have a great guest speaker, David Reeve. David is VP of Operations of Midwest Airlines and will share his experiences of 7 years of restoring his classic RC3 Republic Seabee and his days as a DC-3 Alaskan bush pilot.

Door prizes and silent auction items include:

- A pair of round trip tickets anywhere on Midwest Airlines' routes
  - An EAA Vision of Eagles leather jacket
  - A Lincoln Electric welding helmet
  - A case of aviation oil
  - A new headset
  - A free pitot/static check
  - Gift certificates for Avgas
  - 1 yr subscription AeroPlanner
- and the list goes on and on . . .

Somebody's going home with these prizes. It could be you! Best of all is the opportunity to socialize with our aviation friends from all over the Oshkosh area!

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## Off We Go Into the Wild Blue Yonder . . . .

By Doc Mosher

Back during WWII, Brig. Gen. H.H. "Hap" Arnold didn't feel that the Army's traditional



caisson" song was appropriate to the new role of the Army Air Corps. The lyrics, "the army goes rolling along" was OK for tanks and armored vehicles. Those words just didn't seem to fit the desired image of the newly named flying service, even if it was still the Army Air Corps. Arnold went to his boss, the newly appointed chief of the AAC, Maj. Gen. Oscar Westover, who agreed with him. The new Army Air Corps had little control over its own purse strings, so there was no money to commission a composer. Westmoreland turned to his friend, aviation enthusiast Bernarr MacFadden. MacFadden was an advocate of personal physical fitness (he sponsored "health walks" from New York City to his Danville, NY health hotel, but always flew the trip in his Stinson rather than to walk himself).

Well, MacFadden sponsored a contest in his "Liberty" magazine, but it really came to naught, even after a review of some 800 submitted entries. Nothing really grabbed the judges. Arnold had asked Irving Berlin for a song, and had flown him around in a B-18 so Berlin could get some of the Air Force flavor (perhaps the clunky old B-18 put a damper on Berlin), but no Air Corps song came of it. Kate Smith had been pushing for entries. After Gen. Westmoreland died in an aircraft accident,

Gen. Arnold was named to be chief of the Air Corps.

Toward the end of the two-year contest deadline, in June of 1939, Robert M. Crawford heard about the competition. A composer and pilot, he was flying his plane from Newark, NJ, to Bridgeport, CT, and composed a song in his head. It just seemed to compose itself, words and all - "Off we go into the wild blue yonder . . ." and by the next day, his song was complete. Since the contest deadline was imminent, Crawford and his wife flew to Washington, DC, to submit the new song in person. It was not even written on paper yet! Crawford was known (*Time* magazine) as "the flying baritone."

Crawford's enthusiasm and his commitment by flying his plane to Washington persuaded Mildred Yount, wife of Lt. Gen. Burton K. Yount, who was in charge of the selection to listen to Crawford sing his song.

The next day, Mrs. Yount stuck a hastily written manuscript of the song in the middle of the middle of a pile that the committee would review. The committee reviewed and approved the song for submission to Gen. Arnold for final approval. The song was officially introduced at the Cleveland Air Races on Sept. 2, 1939. Crawford sang the song at each day's opening ceremonies. Crawford became a pilot for the Air Transport Command in WWII. After the war, he returned to music, and was a Lt. Col. in the Air Force Reserve at the time of his death in 1961.

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**O'**  
**Tattered**  
**Wingtips**  
Editor -  
Doc Mosher



## **Support Our Troops . . . the least we can do for the families of fallen soldiers**

The National Guard and reserves have been called to active duty in unprecedented numbers. Few expected to be serving in Iraq or Afghanistan, and fewer yet still had the time or resources to plan for long deployments. National Guard troops and reservists account for some 40% of our forces in Iraq. That number is expected to grow to 50% in the months ahead. About 160,000 Guard troops are on active duty, including 60,000 in Iraq. Thousands more are being mobilized or are on their way. These people leave behind their jobs and their families, who suddenly have to live on a serviceman's pay. Some, tragically, fall in battle and to other duty-related causes. The current military death benefit pays family survivors - many already suffering financially during their loved one's deployment - just **\$12,420**. There are plans in Congress to raise the payout to \$100,000, but action from Washington is far from certain (always the case).

Governor Bill Richardson of New Mexico has come up with a plan to pay \$250,000 in life insurance for all 4,027 active-duty National Guard personnel from New Mexico. "As Commander in Chief of the state National Guard, I chose to act now. The state legislature is acting quickly. The Guard provision passed the New Mexico House 70-0, and we expect quick action in

the Senate, too. Washington should follow our lead, doing its part to cover reservists and all military personnel."

A simple plan. It gives the serviceman, torn away from his family in Wisconsin for long and unanticipated deployments, the assurance that if he is "taken out of the picture," that his family at least has some life insurance to help with the adjustment. **\$12,420**. We should be ashamed of ourselves! We should be contacting our Washington Senators and Representatives to do something about this. In the meantime, following the New Mexico plan, we can at least do something to help our own, here in Wisconsin. Get in touch with Governor Doyle, with your State Senator, and with your State Representative. Maybe we can shame Washington into doing the right thing. Yes, it will cost money in a time of government deficits. We can do something about having survivors' families have to scrimp to pay off these government deficits.

"Support Our Troops" plastic signs sprout behind every SUV and truck on the streets. Nice thought, but what have the owners of these cute signs done to "support our troops"? Putting a plastic sticker on your car is not an effective way to support our troops.

If you think the New Mexico plan has validity, sit down and write - to your Washington representatives and to your state representatives. Until then, what have you really done to "support the troops"?

**The basis for this article is an op-ed by Gov. Richardson which appeared in USA Today, 1/27/05**



**ANNUAL COMMUNITY CELEBRATION OF FLIGHT  
EAA Museum, Oshkosh WI**

**Saturday Night, February 5<sup>th</sup>, 2005**  
Hosted by EAA 252/Steve Wittman Chapter  
Master of Ceremonies - John Monnett

**Cocktails at 6:00 pm**  
**Dinner at 7:00 pm**  
**\$25 per person**  
(\$20 for dues-paid Chapter members)

**Please reserve your tickets with payment in advance**

**RSVP to Frank Friedman, Treasurer, Chapter 252**  
**1239 Lake Breeze Road, Oshkosh WI 54904**

**Editor, *The Pylon***  
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