



EAA 252 OSHKOSH Steve Wittman Chapter

Issue
May 2009
June 5, 2009

Oshkosh – Sport Aviation Capitol of the World Oshkosh – Sport Aviation Capitol of the World Oshkosh – Sport Aviation Capitol of the World Oshkosh – Sport Aviation Capitol of the World



Aeromart Update

Chairman Jim Kress and an ad-hoc committee composed of Chapter and Board members have held numerous meetings to discuss Aeromart planning. Things are coming together, but there is much more work to do. Some things to take note of -

The basic Chapter 252 Aeromart website is up and running (thanks to Adam Smith) at <http://aeromart.webs.com>. Look for more information and attachments to be available in the near future.

A dedicated e-mail address, oshkoshaeromart@gmail.com, has been established to handle correspondence. Jim Kress will be monitoring this information.

Charlie Becker had provided a brief announcement about Aeromart that has been published in both Sport Aviation and Sport Pilot.

Numerous details have already been addressed to take care of the business aspect of the daily operations (financial arrangements, bank accounts, contracts, etc.)

To accommodate our Aeromart volunteers Jim Kress has ordered 50 lime green colored re-useable mesh vests to identify them. We also may be able to get some volunteer t-shirts from EAA – still working on that. AEROMART volunteers will also receive a daily parking and gate admissions pass in exchange for a five-hour working shift in the tent.

Aeromart's History

Chapter 651 based in Green Bay was the first to manage the Aeromart activity at the EAA Convention. Chapter President and long time member Clete Cisler recalls that Aeromart was an idea first conceived by Chapter members

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June Meeting At Pioneer Airport

Our June Chapter meeting will be in one of the hangars at Pioneer Airport, and will feature Bill Zierdt as our speaker for the evening. Judging by my brief conversation with him it should be an interesting meeting.

The topic for the evening will be rotor wing aircraft. Zierdt's presentation will focus primarily on the history of helicopter development in the United States, and will include U.S. based helicopter pioneers such as Bell, Sikorsky, Hiller, and more. The presentation tends to focus on the technical aspects of rotor wing development, but there will be some extras included to show the lighter side of the story as well. Members should expect to see a slide show, and videotape.

Zierdt comes well qualified to speak on the subject with an extensive technical and military flying background. He attended West Point, has an Engineering degree, a Masters in Aeronautical Engineering, and additional degree in Sociology. He spent his U.S. Army military career flying both fixed wing aircraft and helicopters, including 2 years in Vietnam flying Bell UH-1's and was in command of an Air Cavalry unit. He also put his experience to use as an engineering test pilot flying the early AH-1G Cobra during its military development at Fort Stewart, GA.

After 20 years Lt. Col. Zierdt retired from the Army in 1979. Since then he has taught at Marion College in Fond du Lac, where he and his wife Alyson now live. He has been a regular volunteer at Pioneer Airport for about 10 years.

Chapter 252 Members Needed To Help At Aeromart

The Chapter 252 Aeromart committee led by Jim Kress needs your help. Chapter members are needed to help with performing a variety of tasks before, during, and after Airventure. It does not need to be a long-term commitment. If you can help out for a day, or part of a day – it would be a big help. Contact Jim Kress at: oshkoshaeromart@gmail.com, or jim.kress@att.net, or (920) 233-5660.



Next Chapter 252 Meeting

June 11th
at
Pioneer Airport

Doors Open at
6:30 PM
Meeting starts at
7:00 PM

The Pioneer Airport site can be accessed via EAA's Nature Center entrance located off of Waukau Avenue. Follow the access road that goes past the EAA Chapel.

Snacks & treats always appreciated!

2009 Chapter Calendar and Wittman Airport Events

June 11th

Chapter 252 meeting
Pioneer Airport

July 27th – Aug. 2nd

Aeromart 252
EAA Air Venture

September 10th

Corn roast and pot luck at ELO
International, 6:00 PM

September 12th

EAA Chapter 252 fly-in breakfast
EAA Weeks Hangar

October 10th

Chili bash, Wayne Daniels (7th
Heaven) hangar

November 12th

Chapter 252 Meeting, TBD

December 10th

Chapter 252 Meeting, TBD

For Wisconsin aviation events check out
the calendars at:

<http://www.eaa.org/calendar/>

[http://www.dot.wisconsin.gov/travel/air/
fly-ins.htm](http://www.dot.wisconsin.gov/travel/air/fly-ins.htm)

Welcome New Member



Mike Goetzman (EAA #868836) is our Chapter's newest member. Mike grew up in Marinette, and has always had an interest in aviation, particularly rotary wing. He works in the IT Department for Trudell Trailers out of their Green Bay/De Pere location. He is also working on his Masters degree at the UW Green Bay.

Once he is out of school Mike would like to take flying lessons, and though he is interested in all kinds of aircraft, his ultimate dream would be to get a helicopter rating. When asked about building an airplane; Mike's not to sure about that, as his primary interest is in flying and not necessarily building. Maybe someday?

Mike and his wife Patty live on the East side of Green Bay.

Aeromart History, from page 1

Jim Jahnke and Linda Beronja. Other officers and members in the Chapter soon accepted the idea, and Aeromart got its start at the 1992 convention.

The selling of excess airplane parts by private individuals was not a new activity for people attending the EAA convention. It had been going on for years, but the parts were usually in the back of a pick up truck or car trunk, or maybe at someone's campground spot. Chapter 651 recognized the need for a central location where members could display their excess parts, and where potential buyers could find them. A lot of people had a few parts to sell, but no means to do it – and those were the days before the popular on-line listings and auctions that we have today.

Cisler commented that the first couple of years were a lot of fun for the Chapter. It was a cash only operation that helped build up the Chapter treasury, and for many years the Chapter used the funds to help provide scholarships ranging from \$1000.00 to \$3000.00 for students who were interested in pursuing an aviation career. Several students attending the A&P or Avionics programs at local Fox Valley Tech benefited from the Chapter's generosity. Chapter 651 would continue to operate the Aeromart operation for seven years.

In 1999 the West Bend EAA Chapter 1158 became involved after accepting a late invitation by EAA to take over the responsibilities of the Aeromart operation.

Because of time constraints and the limited information about how business was conducted in the past, or the financial results of the effort, Chapter 1158 viewed the project as an experiment being conducted on a "Ready-Fire-Aim" basis. Their objective was financial; to reach a targeted amount that would contribute to their treasury over the next four years.

That first year Chapter 1158 sold approximately \$161,000.00 (gross) worth of merchandise. They had a total of 4,450 items in inventory from 372 consignors from all over the world (including Germany and South Africa) and hosted approx. 9,000 shoppers over the course of 5 days (busy place). About 50 volunteers (30 from the Chapter) supplied the energy needed to run the operation. Chapter 1158 would continue to manage the operation through 2008.

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Chapter Scholarship Awarded For Attending EAA Air Academy



Those members who attended the last meeting will recall meeting Andy Rezmer, a young man who will be attending EAA Air Academy this year, thanks in part to your EAA Chapter 252.

In May, Chapter President Wayne Daniels had received a letter from 14 yr old Rezmer asking that the Chapter consider granting him a scholarship to help with the Academy expenses. Rezmer's wish was to participate in the "Basic Camp" that he had previously applied for and had been accepted to attend. His family had been going through recent financial problems (not unusual in these times of recession) and while he had been working hard at odd jobs to earn the money, he was still

coming up short on funds.

Rezmer already seems to have a strong background in aviation. His father Marty Rezmer has had an interest in airplanes, and has successfully passed that interest along to his son. Andy has been attending the Air Venture fly-in since he was 3 years old, and at 9 years of age he won an EAA paper airplane contest. He has several Young Eagle flights to his credit, will soon have his Air Academy experience, and would someday like to build an airplane with his dad. As Andy stated in his letter "By attending the EAA Air Academy I hope to gain additional flying experiences and learn about airplane careers. I would like to take the experiences that I gained at Basic Camp and apply it at Tesla Engineering Charter High School. In the future I would like to apply for the Aero Scholar's online class. Then I would like to get my pilot and soaring license." It did not take long after reading his request for the board to come to a unanimous decision that the Chapter would provide the \$250.00 needed to help cover the admission costs.

Best wishes to Andy Rezmer as he continues on his aviation adventure!

President's Message



By Wayne Daniels

Another month has passed and we are that much closer to AirVenture and our chapter's new project. Our Aeromart Chairman, Jim Kress along with the chapter board has been busy planning how we will run the tent and rehearsing the whole operation. We know that the first two days will be the most challenging and could really use the support of as many chapter members as possible to assist the intake of items for consignment during the fly-in. Please, if you have time we would appreciate your contacting Jim or any board member to take a shift or more if you are able.

Additionally, one of our greatest needs will be EXPERIENCED cash register operators. If you, a spouse, a son or daughter that is off from school for the summer or know of someone else that has good experience at a cash register and credit card terminal we can use your help. Please contact Jim Kress or one of the board members.

Our May meeting was thoroughly enjoyed by a good crowd at Paul's Aeroplane Factory in the EAA campgrounds. The EAA founder held everyone's attention as he related many stories of the EAA early years as well as his own experiences in military flying and some of his projects. Thanks again Paul for a terrific evening, and all you of done for aviation and especially for EAA.



Former Member Dies In Accident

Former Oshkosh area pilot Steve Gerald Raddatz, age 41, died Saturday, May 23, 2009 as a result of a mid-air collision. He was a resident of Tuscumbia, AL

As reported in a Tuscumbia area newspaper; the RV-8 being piloted by Raddatz collided with a Yak that was piloted by B. J. Kennamore, also from Tuscumbia. The Yak landed safely at a nearby airport. The two pilots had been flying in formation prior to the accident, when witnesses reported seeing the wings touch. The two pilots reportedly had done much flying together in the past. Both were experienced builders and pilots.

Raddatz, a native of Oshkosh and past member of Chapter 252, was the builder of several RV type aircraft, an EAA Technical Counselor, and a member of EAA Chapter 615 based out of Muscle Shoals, AL. He was active in radio control modeling, and the owner of Hobby Town USA in Florence, AL. He was also a veteran of the United States Air Force. He is survived by his wife, Gina Lewis Raddatz, son Austin, father Gerald, brothers Randy and Tim, and Grandmother Lucille Winters.

On Monday, May 25, 2009 I attended the Byron WI Memorial Day presentations with my wife. Besides the true purpose of the day to remember the sacrifices of our veterans, the Byron town fathers were celebrating a "Call to Service". Although Steve Wittman did not directly serve in the Armed Forces, he did train many pilots that did serve. To recognize their home town aviator, the town board teamed up with Chapter 252 "The Steve Wittman chapter" to construct and dedicate a sign for the two entrances to Byron.

Chapter members Bob Baier and his daughter Cindy unveiled the sign at the ceremonies. It will be installed within the next couple weeks. Joe Norris and Warren Baier performed a couple fly-overs during the ceremony.



Aeromart History, from page 2

In early 2009 Oshkosh EAA Chapter 252 was asked to take over Aeromart. Chapter 1158 was discontinuing the operation for a number of reasons, including the simple fact that Chapter 1158 had achieved their original goal and wanted to move on to other projects. Chapter 252 officers and members met with Chapter 1158 members earlier this year to learn about the Aeromart operation.

Aeromarts Future -

As part of the overall AirVenture site layout changes for 2009, the Aeromart 60'x120' sales tent is being relocated along with the fly market to a new area. The location will be slightly southwest of Exhibit Building D. When entering AirVenture through the main gate, visitors to Aeromart will take the new blacktop road which angles to the right. The Aeromart tent will be located at the end of this road.

The goal of Chapter 252 is to achieve a targeted level of sales in 2009, with the proceeds earmarked to help fund a permanent Chapter 252 hangar/meeting place. Chapter members and volunteers are needed to help out with such things as attaching sales tags to merchandise, operating cash registers or help a cashier with checkout, keep merchandise organized, assist in merchandise delivery, record foot traffic, help with computer inventory input and aid in tent security, etc. To be a successful venture for Chapter 252 and properly serve the EAA members attending Airventure, full support from the membership will be needed.

Note: The historical information in this article pertaining to the years that Chapter 1158 managed the operation, and the expectations for Chapter 252, were provided courtesy of Jim Kress, Aeromart Chairman.

Oshkosh Trucks They're Everywhere!

If you fly from Wittman Airport, you may have noticed a few of the military trucks parked out between the taxiways, about 3500 of them.

If they seem an inconvenience for some reason, try to be patient. It's a good opportunity for our airport to bring is some revenue.

Should The FAA Mandate Horns On Airplanes?

By Doug Milius, Vice-President

Strange topic for discussion you might ask yourself. I think not. Hey, I've seen lots of photos of Spitfires and even P-51's during the WWII that had mirrors mounted on top of their canopies. I even remember an FAA seminar where they showed a photo of a Cherokee owner that mounted an automotive mirror on the side of his plane. I guess he thought someone might be on his six to shoot him down on one of his flights. So if mirrors are OK why not a horn, preferably a loud air horn.

This article relates an experience I had on Friday May 15th. Here's what happened and one of the reasons that I think a plane horn is not a bad idea.

I was putzing out at my hanger on that Friday morning and noticed the wind was not blowing it's customary 40 to 50 knots like it has just about every day this Spring. I gave my good friend Bernie Laird a call to see what he was up to and to see if he would like to meet for lunch up in Iola. I'm sure most of you are aware the group up in Iola puts on a fantastic lunch spread every Friday noon. You never know what to expect but you do know that whatever they serve it's going to be a lot and it's going to be good. It's definitely not the place to go if you're trying to lose a little or a lot of weight. I certainly didn't see anyone from the TV show the World's Biggest Loser in line that Friday.

Bernie said he was planning on going up there if he could so we planned to meet. Just after I hung up 3 Black Hawk military helicopters flew low right over the field in Oshkosh headed Northbound. It was quite a sight. I pulled the plane out of the hanger, did my preflight and fired my Cherokee 160 up. There were a few other planes in the pattern but soon I was climbing out after my take off from runway niner. A left turn on climbout, downwind to the GPS dotted line, then a right turn on course and I was on my way. I climbed up to 2800' MSL where the air was relatively smooth and passed well to the West of ATW's airspace. I checked my airspeed, 127 kts, so I throttled back a little to save some gas and enjoy the ride.

The scenery in Spring is fantastic and one of the reasons I like to keep the plane at a lower altitude. Trees are

budding out, farmers are in their fields disking and planting and you can certainly see the hot spots for fishing as you have miles of river to fish but there are 30 boats all crowded into one little area.

At 20 miles out I switched frequencies on my number 1 to 122.9 to listen for traffic at 68C. There were a few planes in the pattern landing on runway 13 and I heard a call from the lead copter saying they were 5 miles south and would also be landing on 13. I started a gradual decent to 1800' and made sure I was there when 5 miles out. I made a call on the frequency to let anyone listening know where I was. Shortly after my call a Skylane called to say he was 10 South. I continued and throttled back a bit. The copters made their calls and landed while I approached. Another plane landed after the copters but no other planes were in the pattern when I approached.

My airport directory said runway 13 was a little over 1700' with trees to the side of the approach. No problemo. I called on entering downwind and a split second after I called the Skylane said he was on crosswind for left downwind for 13 and that he had me in sight. I looked behind me and saw him so I called that I had him in sight. Throttle back, slow down, add some flaps, do the GUMP and call the base. Add more flaps on base, call the final, turn to the runway, throttle back, add the rest of the flaps, watch the airspeed and aim for the spot. I was doing fine, passed the trees and headed for terra ferma. The airspeed looked good and I touched down just past the spot I had picked out. I held the nose wheel off and applied some brakes but what was that a head of me? Three guys are standing in the middle of the runway looking at the Black Hawks!! Don't they know this is an active runway? I was far enough down the runway to not be able to take off again and miss them. I kept applying brakes but now a lot harder. One of the three looked towards me and evidently told the others to move a head towards the helicopters that I thought were parked pretty close to the right side of the runway and other fixed wings were parked to the left so I had no way out. I was relieved to see them moving away when to my left another

guy in a yellow Hawaiian shirt (not Frank) was looking straight ahead at the copters and unaware I was still bearing down the runway on my rollout. I knew I had no way out yet at this point. Where's that damn horn button?? I would have been blasting it all the way down the runway if I had one. Maybe I should buy one of those little boat horns that work on an air canister. At least I could hold that outside through my little window and blast away. At the last second the other three I was concerned about must have shouted to him to stop as he looked down the runway at me and stopped in his tracks, his eyes were the size of B-17 spinners as I'm sure mine were.

I rolled out just past him down 13 when I heard on the radio that the Skylane was on short final. I did a 180 and saw he was just touching down at a pretty high speed. Let's see, no taxi way at the end of the runway, I can't make it to the intersecting runway before he reaches it so off into the weeds where at this point the thistles and brambles are being chopped up by my prop and thrown all over my newly washed plane. The skylane rolled out past my position and taxied to the far end of the field. Was he afraid to park next to me after cutting his approach that close to mine on a busy field? Who knows.

After filling my plate with delicious turkey and sitting down to enjoy my meal the fellow with the Hawaiian shirt came and sat directly across from me. After a bit I told him I almost clobbered him on the active runway. He said, "Yes, that was close. I'm glad those guys told me to watch out" and you know, so am I. Now, where can I mount those air horns and the button??

To Join EAA Chapter 252

Annual membership is
\$20.00, and is pa
yable each January 1st.

Contact:

**Chapter Secretary
Janet Davidson
3218 Bellfield Rd
Oshkosh, WI 54904**

EAA Chapter 252 Meeting Minutes

May 14th, 2009

Location: The Aeroplane Factory

Board Members present:

Charlie Becker, Doug Milius, Jim Casper, Randy Novak,
Wayne Daniels, Eric Von , Janet Davidson

Proceedings

1. **Guests & New members** - Wayne Daniels started the proceedings by welcoming guests (Joe from Fitchburg, WI, Larry Minon, Jim Martin (Chapter 93), Marty & Andy Rezmer) and new member, Mike Goetzman.
2. **Wayne then introduced Marty & Andy Rezmer.** Andy thanked the Chapter for supporting him in his plan to attend the Air Academy.
3. **Project updates** – a number of members gave updates on their projects, including Charlie Becker (Sonex), Joe Norris (Waco annual), Lyle Forsgren, Mike Butler (1930 New Standard Restoration), Bret Steffen (Omro school project), Dennis Moehn (C172 restoration).
4. **Tailwinds** – Wayne mentioned that a new flight school has started up in Oshkosh. This company, Tailwinds/Cavu is based out of Green Bay, but now has two instructors, Beth Hovland and Whitney Starling, and a C172 based in Oshkosh.
5. **Byron Sign** – Jim Casper gave an update on the work for the Wittman sign for Byron, WI. He then produced the sign and was able to show it to all the members there.
6. **Aeromart** – Jim Kress gave an update on the progress with the plans for Aeromart, as well as a short history of the program. He also passed round a sign up list for volunteers. Obviously, for Aeromart to succeed there will need to be strong support from Chapter members, and anyone who can volunteer some time for set up, daily work, or clean up, is asked to contact Jim Kress as soon as possible.
7. **International Young Eagles Day** – Eric Von talked about this event. Whilst the Chapter is not organizing a YE day, EAA HQ is. If anyone would like to offer to volunteer, contact either Eric Von, or Steve Buss or Michelle Kunes at EAA.
8. **Calendar for 2009**
 - **June 11th** – Bill Ziart to do a presentation on helicopters at Pioneer Airport.
 - **July 27th – Aug 2nd** – Aeromart at AirVenture
 - **September 12th** - fly-in breakfast – probable location, EAA Weeks hangar
 - **September 10th** - corn roast/brat fry at Munsils, 6:00 PM, also potluck
 - **October 10th** - chili bash at Wayne's hangar (7th Heaven)
 - **November** – tentative guest speaker is WASP, Elizabeth Wall from Faribault, MN
9. **Guest speaker & Host** – Wayne introduced Paul Poberezny. Paul kept everybody there totally absorbed with his anecdotes from his early days of flying as well as the early days of EAA. Everyone thoroughly enjoyed his talk, reflections of the organization and stories of past personal experiences.

The meeting was adjourned at 8.30pm.

Minutes submitted by secretary, Janet Davidson



Chapter President Wayne opens the meeting. "The Aeroplane Factory" provided to be a great location for a Chapter meeting.



Chapter YE Coordinator Eric Von introduces Andy and Marty Rezmer, and talks about the Chapter's recent scholarship award to Andy.

Jim Casper and Bob Baier introduce the Byron road sign to the Chapter.



Paul Poberezny talked about the early days of EAA, as well as his own start in aviation.



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**Newsletters Are Available
 On-Line at www.eaa252.org**

Items for submission are welcome and must be received by the newsletter editor no later than 3 weeks prior to the monthly meeting date.

About Us

Our chapter is named after famed aircraft designer, airplane racer and Oshkosh resident Steve Wittman.

EAA Chapter 252 offers the opportunity to share the spirit of aviation with a group of local EAA members.

Our members are mostly people who enjoy the company of others who love aircraft, are fascinated by flight, and appreciate the history of aviation in America. They include r/c enthusiasts, pilots, aircraft builders, and aircraft owners.

Join Us!

Regularly meetings are held on the second Thursday of the month at 7:00 PM. Dates are subject to change, call to confirm, visit us at www.eaa252.org. Annual dues are \$20 for all current members of the Experimental Aircraft Association (EAA).

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