



# EAA 252 OSHKOSH Steve Wittman Chapter

Issue  
November 2009  
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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

**Next Chapter  
252 Meeting**

**November 12th**

**Doors Open at  
6:30 PM**

**Meeting starts at  
7:00 PM**

**Wings As Eagles  
Hangar**

The Wings As Eagles hangar is located west of the Basler FBO car parking. Park in Basler's lot.

*Snacks & treats are always appreciated!*

## November Chapter 252 Meeting

November's meeting will be at the Wings As Eagles hangar located on the north side of Wittman Airport. Please note: alcoholic beverages (including beer) will not be permitted.

The featured speaker for the evening is John Douglas, who recently ferried a Glasair from Oshkosh to Cameroon, Africa. Between October 2006 and May 2007, the Wings As Eagles facility helped Missionary Tom Needham build a Glasair Sportsman 2+2 for his work in Cameroon. Due to administrative delays he was not able to take the aircraft over after it was finished. Delivery was delayed by more than a year, and finally in October 2008 John Douglas was able ferry the aircraft over to it's new home in Sagba, Cameroon. Plan to hear John talk about the airplane and the adventures along his 6039 mile cross country (cross countries?).

Wings As Eagles Mission Air Service was founded in 1984 and serves fundamental Baptist churches and their missionaries. Their main purpose is to help churches and their missionaries by taking pastors and others on short missionary trips.

Wings As Eagles is non-sectarian in its outreach programs, and is a nonprofit aviation ministry reaching primarily into Canada, Mexico, Central America and the Caribbean area. From 1984 to 2006 Wings As Eagles flew its aircraft over 3,006 hours, traveled over 450,000 nautical miles, led 160 trips, and transported 1,080 people to the mission field.

## Steve Wittman Display Planned For Airport Terminal

At the recent board meeting your Chapter officers discussed a new Chapter project that would benefit the Chapter, Wittman Airport, and help to promote some local history.

## Celebration of Flight Banquet Planning For 2010

Chapter Secretary Janet Davidson has volunteered to be the event chairperson for the 2010 Banquet. Several volunteers are still needed to solicit items for the silent raffle, door prizes, set up and help organize the Founders Wing, etc. Contact Janet (contact info for all of the Chapter officers is on the last page) if you would like more information about helping out.

The Banquet will be held the evening of February 6<sup>th</sup> at the Founders Wing in the EAA Museum. As in past years it will be a catered meal, and the evening will feature guest speaker Pat Halloran, a noted U-2 and SR-71 pilot. John Monnett is the Master of Ceremonies, and there will be door prizes, the silent auction, and of course the presentation of the ELO Award.

Janet is reviewing quotes from several local caterers in the area. Fratello's will provide bar service. We will be preparing promotional literature for local distribution, and mailing out to other Chapters in this region.

Applying the same goals that we've been trying to accomplish with our Steve Wittman Birthday Fly-In, it seems that it would be a natural thing for Chapter 252 to work with airport manager Peter Moll to provide a decorative and educational display of Steve Wittman memorabilia within the airport terminal building. Not only would something like this promote the local history of Steve Wittman year round but also the display would fit in well for our annual spring fly-in breakfast.

A couple of Chapter members have already expressed an interest in helping out, and we already have a project leader in mind. Let Chapter President Wayne Daniels know if you would like to be a part of this interesting project.

**2010 Dues  
Will Be Due  
Jan. 1**

**Send \$20.00 to:  
Janet Davidson  
3218 Bellfield Rd  
Oshkosh, WI 54904**

Dues are payable as of Jan. 1<sup>st</sup> & must be received before March 31<sup>st</sup> (to avoid being dropped from the Chapter membership).

## Welcome New Member

**Larry Last** recently became one of the newest members to join Chapter 252. Larry and his wife of 31 years, Debbie, are both natives of Oshkosh. Larry grew up in a neighborhood a few blocks north of the airport, and Debbie on a farm just south of the airport.

While attending West High School, Larry worked on a Wittman Tailwind project under the tutelage of "Mr. Scoville", a school project that was started in 1974. He also worked for EAA at the farm from 1973 through 1977, one of the few employees that EAA had at that time for the Oshkosh site.

Larry started flying when he was 15, soloed at 16, and received his Private Pilot's license when he was 17. He didn't stop there, but continued working on his ratings and ended up with his commercial and instrument ratings at the age of 18. Dreams of a career with the Air Force did not pan out, and Larry joined up with the FAA as an air traffic controller. He spent most of his time at Cleveland Center and other operations in the Midwest. After 31 years he retired and they returned to the Oshkosh area.

Larry presently owns and fly's a 1979 Beech Sundowner. For Larry the Sundowner is a return to his aviation beginnings as he had learned to fly in a Musketeer at Basler Flight Service. He is thinking he would like to try building an airplane someday, but feels he would need a little guidance along the way. In the meantime, he still enjoys flying and would like to share his passion by getting involved in Young Eagles.

Larry and Debbie presently live in Oshkosh and they have one son, Daniel, who lives in Columbus, Ohio and works as an air traffic controller. Larry claims to be more or less retired but works part time for Orion Flight Services as "Larry the Line Boy". Larry enjoys the work and says it was always something he had wanted to do when he was a teenager.

## Wittman Birthday Fly-In Set for 2009

We hope to repeat the success we had with last year's fly-in and more. The date has been set as April 10<sup>th</sup>. We all know what the hit or miss weather is like in April and so will need to plan accordingly. We

## Volunteer Support Leader Needed For AEROMART

Planning ahead for Aeromart 2010, Chairmen Warren Baier and Jim Kress are asking that someone from the Chapter come forward to take responsibility for providing food service to help show our appreciation for our volunteers. This seems an area of interest that volunteers were concerned about – and would greatly appreciate.

The Aeromart food service coordinator would be responsible for things like setting up and providing for a small food serving area for Aeromart volunteers. This would include: having coffee, juice and donuts available by 8:30 A.M., providing a small, hot or cold lunch for about 20 volunteers, providing soda and cookies or other snack items during the day, and keeping the food area clean and organized. A budget for purchases of food and supplies would be provided.

Interested? Contact Aeromart Chairman Warren Baier at: [skylight97@greenbaynet.com](mailto:skylight97@greenbaynet.com) or (920) 583-2091.

will not be able to bank on good weather for outdoor activities, like flying and Young Eagle rides, so like last year we will need to make sure we have a good assortment of indoor displays and entertainment available. Likewise, we'll need to again make sure we do a good job of promoting the event within the local communities. John Egan will be the overall coordinator for this event. If you have any ideas and want to get involved early in the project, please contact John at [johnegan99@yahoo.com](mailto:johnegan99@yahoo.com), or 920-419-5631.



S.J. Wittman and Lil Bonzo

## 2009 Chapter Calendar and Wittman Airport Events

### November 12<sup>th</sup>

Chapter 252 Meeting,  
Wings of Eagles Hangar  
with John Douglas.

### December 10<sup>th</sup>

Chapter 252 Meeting,  
Fox Valley Technical College  
Airport Campus Courtesy of  
Dennis Moehn

## 2010 Chapter Calendar and Wittman Airport Events

### January 14<sup>th</sup>

Chapter 252 Meeting at Sonex  
Narrative of Steve Wittman,  
by Jim Casper

### February 6<sup>th</sup>

Celebration of Flight Banquet  
Location EAA Museum

### March 11<sup>th</sup>

Chapter 252 Meeting at Sonex  
Greg Rasske, Hot Air Ballooning

### April 10<sup>th</sup>

Wittman Birthday Fly-in Breakfast

For Wisconsin aviation events check out the calendars at:

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

<http://www.dot.wisconsin.gov/travel/air/fly-ins.htm>



## For sale

Chapter member Frank Friedman called the other day to say that he is moving to Oregon to be closer to his daughters and he has some items and property to sell.

1. Craftsman 18" jig saw \$60.
2. Craftsman 10" table saw \$120
3. Porter Cable air compressor, 7HP 60 gal \$250
4. 3 bedroom ranch, 1600 sq feet, 1 1/2 bath, den, oversize garage, full basement (1000 sq feet) with outside entrance, ideal for homebuilding. \$154,900

Call: Frank Friedman 920-237-3536

## President's Message



By Wayne Daniels

The Chapter's annual Chili Bash was enjoyed by about 45 people. It was a perfectly "chili day" to mingle with fellow aviation enthusiasts and sample several different favorite chili recipes! Thanks to all who braved the cool day and came out for the event.

All of the remaining AEROMART merchandise has been inventoried, repriced, double tagged and input on a computer spreadsheet. We repriced 473 items for a total of \$8,324. to start next years AEROMART. Thanks to Jim Kress, Frank Friedman, Jim Casper and Wayne Daniels for helping to complete this task. Also Jim Kress is to be commended for several communications with buyers and sellers from this years event in regards to missing items. I believe all have been resolved except one thru Jim's follow-up in locating these items. He additionally continues work on site improvement and organization for next year's Aeromart. Please join me in thanking Jim for an outstanding job as Aeromart chairman!!

Chapter 252's next big event will be the **Annual Community Celebration of Flight** banquet to be held in February 2010 in the new EAA Museum Founders Wing. We will soon be assembling the committee to plan this great celebration. If you would like to participate on this committee (many hands make light work!) please contact any of the chapter board members. Help make the 2010 banquet the best ever! Janet Davidson has agreed to assume the overall chair for the banquet and is accepting volunteers. Currently the highest priority is the solicitation of auction items. Please give Janet a call or email if you can help out here. An auction chair is also needed to coordinate this effort along with 3 or 4 members to write requests for auction donations!

Be sure to join us for the chapter meeting on Thursday November 12 at 6:30pm at the Wings as Eagles hangar located west of Basler FBO's car parking.

## Musings

By Doug Milius

The other day I was lying under my plane completing my biannual—my biannual scrubbing and cleaning of all the oil and grease under the fuselage. You know it's about the time to do this little cleaning chore when the controller on the radar screen in Green Bay says, "Cherokee 5510W, Is your transponder on? All I see on my radar screen is something that looks like a big slab of bacon headed North at 3700 ft., please ident." When you're lying under the plane breathing cleaning fluid and being dripped on by various toxic chemicals, you begin to wonder a lot of things, one of those being, "Why don't they paint the bottom of planes black?" Then at least you might be able to get by with only doing this messy job once a year.

Another thing I started thinking about is the immanent demise of the planet Earth as we know it. From global warming? You might ask, or maybe from the doomsday prophesies of the Inca Calendar?? No, not from anything that profound but from this, The weight of all the lost nuts, washers and screws that mysteriously fall out of your fingers at the most inopportune time and fall away into the big black whole of lost parts. If everyone who has ever works on something looses these items as much as I do you can imagine the terrific weight of all these parts in one gigantic spot somewhere in the center of the Earth. I'm waiting for the inevitable slowing down of the spinning of the Earth which will affect the gravitational pull which will eventually mean the

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Park in Basler's lot. This should be a great presentation.

Earlier this year John Douglas flew a Glasair from Oshkosh to Cameroon in Africa. He has kindly agreed to give a presentation on the whole trip, from the planning and preparation to the experience of flying across the Atlantic in a small, single-engine airplane.

If any chapter member has suggestions for meeting programs they would like to see please contact any board member. Remember, this is everyone's chapter and we would like to accommodate the interests of all members! Thanks

Earth will fall out of orbit and crash into the Moon or worse, Mars!!! Just today I added to the volume of this mass by loosing a washer from my exhaust stack stud. I usually give up looking for these items for fear I too may fall into that black hole.

One more thing I began to wonder about. Why does the EAA have a Young Eagle program? These kids have even less money than I do! How can they ever afford to buy, rent, or otherwise enjoy the freedom of flight when they are still in Junior High flipping burgers at the local fast food joint? I propose our Chapter start an Old Millionaires Eagles program. Now these are the people that can really afford to fly. Like my old flight instructor used to tell me—"Do you know how to become a millionaire? Start with 2 million and buy an airplane!" And who knows, some of these Old Millionaires might even want to adopt me so that I could help them spread their wealth.

Anyway, I think I breathed in too many chemicals today. The only cure I know of for this malady is to wash them down and out of your system with a nice cold beer—now that gives me an idea!!

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## A Cessna 180, a Tent, a Little Blonde Dog and a Thermette...

Story & Photos By Janet Davidson

It started with selling the Nanchang, so we could buy an aeroplane capable of carrying more than one toothbrush between the two of us. Then came the Cessna 180. Over Memorial Day weekend 2007 Adam, our great friend Gregg and I flew to Texas to bring home our latest purchase – a 1955 Cessna 180, with only 100 hours on the engine, a headliner with odors which hinted (strongly) at recent mice residents, and a rather antique instrument panel.

The following spring's annual inspection addressed the mice and the instrument panel. During the winter, we had purchased a tent that was not going to leak, so we were all set to live the ultimate camping/flying dream. Two summers later and we are (sort of) seasoned aviation campers. Everything we need is kept in plastic tubs so if the weather is fine, we can

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*Janet's Camping Story -  
Continued from Page 3*

just throw them in the plane, stick Jennie, the dog, on top, and off we go for our great escape.

Our travels have taken us to



*The Cub and the C180 with the tent in Iowa Country, WI en route to Blakesburg.*

Washington Island, Madeleine Island, Brodhead, WI, Boulder Junction, WI, Rio, WI, Blakesburg, IA, Iowa County, WI and earlier this summer was what I reckon is our best trip so far – Manitoulin Island in Lake Huron, Ontario. We have flown that route north of the lakes a number of times as I have family near Ottawa, Ontario and fly round there when the weather allows. I usually stop in Drummond Island, MI, for fuel and customs clearance, but we wanted to get away from the July 4<sup>th</sup> fireworks (Jennie is terrified of the bangs), so a border crossing was in order. When flying above all of this countryside in the aeroplane I fly for work, I keep a road map and a notepad handy, and keep an eye out for places that look nice to visit in the C180. When I get home, I do some research on the internet, and Manitoulin Island came up as a good place to visit.

We set off for Gore Bay airport on Manitoulin Island on Friday, arriving there late afternoon. We have CANPASS so we can land at any airport in Canada as long as we have gone through the proper



*The contents of the C180 fit nicely into the back of the "Pumpkin".*

procedures of calling the friendly Canadian border folks in advance. The airport manager, who flies his Cub-on-floats to AirVenture every 2 years, could not have been more hospitable, directing us to the nearby beach, via a herd of cows which gave Jennie much entertainment. He also generously lent us "the Pumpkin" for transport.

We set up our tent beside the FBO, while Jennie assessed the qualities of the local critter population. Our stove is a Thermette, something I came across when doing a seaplane rating in Scotland a number of years ago. My instructor would brief me; we'd fly, land on the loch, beach the plane, he'd pull out the Thermette, fill it with best Scottish loch water, brew it up for tea, and open up a packet of shortbread.



*Jennie showing keen interest in a mobile steak.*

We would debrief, then re-brief over a cup of tea and some shortbread, and head out to fly again. Perfect way to do a rating – not a classroom or dry erase board in sight! I was enchanted, and have always wanted to



*Local lake trout-a-la-thermette (poached in wine and garlicky/herby butter) for dinner...*

find one of my own. The internet is a great tool for shopping, so Adam got one for his birthday last year. It is a great way to cook, using dry grass and wood, but keeping the fire contained so we don't light up the neighbourhood.

Dinner, Manitoulin-style, involved loading up the Pumpkin with the food and the Thermette, and heading off to the

beach. The beach is west facing, so the sunsets were gorgeous, and on the second evening we were brave (or smelly) enough to jump in Lake Huron. While Adam actually swam for real, I did the girlie version of running in and running out again, screaming – the screaming helps with body warmth, honest!

On Saturday we zipped up the tent and flew the C180 to Tobermory on the Bruce Peninsula, north of Toronto. The weather could not have been prettier – with beautiful clear skies, visibility as far as the eye could see, and the water was a stunning blue, with a clear view to the bottom. The geology around there is fascinating, and we've since learnt that the area was once a huge water fall. We've also learnt there are rattle snakes on some of the islands! The airport at Tobermory is about 1.5 miles from the town, and the FBO was closed. But.... there is a bike rack, with half a dozen bikes to choose from, and you can cycle into town. In spite of our concerns, it



*No rattlesnakes visible from 7000 feet...*

transpired that Jennie was experienced at the whole cycling thing and trotted along beside us just fine, until she saw a rabbit or another dog, that is..... Tobermory is a very pretty little port on the north of the peninsula, obviously a huge tourist destination for Torontonians – lots of day trippers (like us!) and, even better, lots of ice cream shops. We each had some ice cream, explored the little town, bought some fresh lake trout and made our way back to the island. Tobermory was fun to visit, but it was lovely to get back to the peace and tranquility of the island again.

It was a fantastic weekend of secluded and peaceful camping. Since I started writing this (I was supposed to send it to Randy for September's, or was it August's, newsletter – sorry Randy)

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we have been on several more camping trips – the Antique Aircraft Association's fly-in at Blakesburg, IA (Jennie covered herself in glory catching a mouse under our neighbour's plane within 10 minutes of landing), Iowa County, WI whilst en route to Blakesburg (Jennie missed "meeting" a skunk by a close 10 feet). We have met so many fascinating and friendly people, all with their own aviation story(s) to tell – the young man whose Dad sold the wheel pants to the original restorer of the Cub, the young line guy at Manitoulin, and the airport manager who was also the ferry captain at Madeleine Island, to name but a few. These folks and the wonderful scenery are what make these adventures so enjoyable. The North American continent really lends itself to aviation, or is that vice versa? Either way, the freedom pilots have here, with relatively minimal costs, in comparison to the UK (where we hail from) is fabulous, and well worth fighting for.



*Jennie had her own icecream*

Last week we flew the C180, minus Jennie and the tent this time, to the function held in Santa Monica, CA where EAA thanked Harrison Ford as retiring chairman and welcomed Sully Sullenberger and Jeff Skiles as the new chairmen for the Young Eagles program.

But that is another story ...



*PIC = Pup-in-command*

## October Chili Bash

Our October gathering was held in Chapter President Wayne Daniels' hangar "7<sup>th</sup> Heaven". Cold blustery weather kept most of the airplanes away, except for our friend and guest Jim Cunningham, who flew his Piper Arrow up from Bloomington, IL. Janet Davidson subsequently reported that two other guests who were present were Jim and Cindy Janes. Jim was looking forward to taking his Private Pilot check ride the following day (and he did pass)!

We didn't actually have a Chapter meeting this time. Instead the time was spent socializing and enjoying the varieties of chili and deserts that were brought in.



*These last two photo's courtesy of Eric Von*

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**Newsletters Are Available  
 On-Line at [www.eaa252.org](http://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](http://www.eaa252.org). Annual dues are \$20 for all current members of the Experimental Aircraft Association (EAA).*

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