

EAA 252 OSHKOSH Steve Wittman Chapter

Issue
September 2009
09/6/2009

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

Next Chapter 252 Meeting

Sept. 10th
6:00 P.M.

ELO International
Airport

ELO airport,
otherwise known as
“Williams” prvt
airstrip on the
Chicago sectional is
located about 8 miles
SW of Oshkosh,
along Hwy 44
between Fisk
and Pickett.
It’s on the North side
of the Hwy, you can’t
miss it.

Chapter Meeting & Corn Roast! Sept. 10th

September’s meeting is also a cook out! Chapter Board member Jim Casper is planning to furnish sweet corn and beverages. Brats will also be provided. That covers the basics, but if you would like to bring a dish to pass, please feel free to do so – good food is always appreciated!

As with past years, the corn roast will be held at ELO Airport, home of Chapter member Munsil Williams. Munsil lives at 1211 Williams Road, near Pickett, WI 54964. Take Hwy 44 south and after passing Fisk, take a right on Bonnie View Rd., and another right on Elo Rd., followed by another right on Williams Rd. The cookout will be held in the first farmyard on the right. His airstrip runs parallel to Hwy 44 and lies between 44 and Williams Rd.



September 12th Chapter Fly-In Breakfast

This will be our final fly-in breakfast for the year, and **your help is needed.**

John Egan is the event organizer for the Fly-In Breakfast but he needs help to make it all work, and he has a **volunteer sign up sheet** to fill in.

HELP NEEDED!

9/11/09, Friday night, 5:30 P.M. at the airport terminal – equipment set up.

9/12/09, Saturday, Saturday 6:30 A.M. for volunteers for final set up and start cooking. We will start serving at 7:30 A.M.

If you are able to help out, please contact John Egan at johnegan99@yahoo.com, or 920-419-5631.



Chapter Pancake Grill Ready For Flight Testing

The finishing touches were recently put on the grill, and a short test run was made. It appears to take about 15 to 20 minutes pre-heat to get the griddle surface up to cooking temperature, and about 2 turns around will provide a cooked pancake.

This Sept. 12th fly-in will provide us with the experience we need to prepare for next springs 2nd Annual Wittman Birthday Fly-in Breakfast.

Young Eagles Pilots (and airplanes) Needed for the Chapter Sept. 12th Fly-in Breakfast

We will again be offering Young Eagle rides during the September fly-in breakfast. Chapter Y.E. coordinator Eric Von needs pilots to provide rides between 9:00 and 11:00 A.M. **Participating pilots need to plan to attend an 8:30 A.M. on-site pilot briefing.**

Pilots interested in participation – please contact Eric Von in advance at egvon@earthlink.net or 407-970-5030 (cell), to help with event planning.

Chapter 252 Young Eagle Pilots – if you have not been receiving notifications from Eric Von about group or individual Young Eagles opportunities in your area – please contact him. Your information may not have carried over from the previous Y.E. Coordinator. Thank you.



“Airplanes Spoken Here”

The private home & airstrip of Chapter member Munsil Williams that is a favorite place for many of us to visit has been his only home for his entire life, as well as for several generations of his family that preceded him.

Williams Road takes you to his place, and cuts through the middle of the farm. The large (really large) farmhouse is tucked back in the trees on the north side. His grandfather built the house and adjacent horse barn/carriage house. Later, the barn was converted into an additional house (also really nice), and that's where Munsil and his late wife Shirley first lived after they were married. There used to be another house on the property that was used for the hired man and his family, but that has since been removed.

The big white barn that we see next to the airstrip was built by Munsil's father. The farm had included a traditional dairy operation since the beginning, but the barn no longer houses the 60 or so cows and beef cattle it once did. About 20 years ago Munsil and Shirley had decided to get out of the dairy business and focus on other interests instead.

Williams airstrip was originally located about 1/2 mile north of it's present location, and was apparently quite a bit more rolling than the present one. Somewhere around the early 70's they decided it would be a lot more convenient if the airstrip were closer to the house. They were also looking to build a nice big machine shed and felt it could easily double as an airplane hangar. After quite a bit of earth moving to flatten out a hill and fill in low spots, the airstrip we are all accustomed to seeing was put into service. About 2000 feet long, 50 to 75 feet wide, and very conveniently located, the airstrip and the family airplanes were put to regular use. The Williams family was active in the Flying Farmers organization, and enjoyed using their airplanes for travel or just local rides for pleasure.

Williams has two daughters, Cam and Vicki. Cam and her family live in Manitowoc. Vicki and her family live out east near Washington, D.C. Either of the girls can be seen visiting, helping around the farm, or occasionally attending the Saturday morning or holiday time pilot gatherings that are hosted there.

Welcome New Member?

It's unusual to report that I have no new members to introduce for this issue.

Chapter 252 has seen a number of new members over these past 9 months. With our membership count at around 80, we are able to successfully conduct more ambitious projects – like the Wittmann Birthday fly-in and Aeromart.

Still – the more the merrier – talk to your non-member aviation friends about Chapter 252 – bring them along to a meeting!

EAA Chapter 252 Celebration of Flight Banquet 2010

This is another large event for the Chapter, and it's time to start the initial planning!

Last year's event was a great success, and your Chapter leadership intends to follow up with a “as good as or better than” event.

The featured speaker we have contacted is Maj. General Pat Halloran. Halloran is a distinguished U-2 and SR71 pilot, and an active sport flyer.

The Banquet involves a lot of pre-planning, and indeed Chapter Secretary Janet Davidson is already working to get quotes on catering the event.

Several volunteers are needed to solicit items for the silent raffle, door prizes, etc. Be responsible for storing the raffle items, set up and help organize the Founders Wing, etc. A Chairman for the event has not yet been officially named. So, until then please contact President Wayne Daniels if you are interested in getting involved.

weeks from 6:00 to 9:00 P.M., at the Tailwind Flight Center, 635 W. 20th, Wittman Airport.

The cost is \$350.00 but includes all the materials you will need to complete the course. Call 920/233-2188 to reserve your spot (\$50 deposit).

The goal of the program is to prepare you for the written exam.

For you old timers – this could be an opportunity to dust off the plotter and clean out the cobwebs!

2009 Chapter Calendar and Wittman Airport Events

September 10th

Chapter 252 Meeting
Corn roast and pot luck at ELO
International, 6:00 PM

September 11th

Fly-in breakfast equipment set up
6:00 PM, airport terminal

September 12th

EAA Chapter 252 fly-in breakfast
Young Eagle Rides
Wittman Airport Terminal

October 10th

Chapter 252 Meeting
Chili bash, Wayne Daniels (7th
Heaven) hangar

November 12th

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

December 10th

Chapter 252 Meeting, TBD

2010 Chapter Calendar and Wittman Airport Events

No events have been confirmed yet for 2010. Send your submissions to the Newsletter Editor.

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>

Private Pilot Ground School on Wittman Airport, Starts Sept 17th!

At the recent Aeromart cook-out Doug Milius announced that a Private Pilot Ground School would be held in the near future at the Tailwind Flight Center. Instructor Beth Hovland had attended one of our previous Chapter meetings to introduce herself and the new operation.

The class starts **Sept. 17th** and will be held every Thursday evening for 10

President's Message



By Wayne Daniels

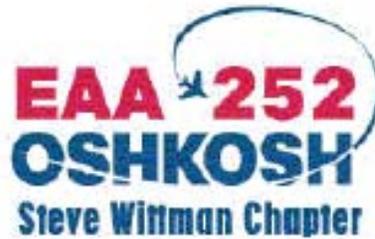
While we have our largest event (Aeromart) behind us for 2009, we still have more to go! Next Thursday (Sep 10) is the annual corn roast at Elo International (Munsil Williams) airfield in Pickett. Corn will again be roasted by Jim Casper and available by 6pm along with brats and a pot luck dish that you can bring!

The chapter By-Laws will require an update for compliance with language requirements in our application for 501(c)3 tax exempt status. The *EAA Legal Advisory Council* is guiding the chapter board through this process and recommends the changes to our By-Laws which are largely language changes for the IRS filing. Those members present at the corn roast on Thursday Sept 10 will have the opportunity to review the changes and vote on approval or disapproval at 7pm that evening. So please come on out and enjoy some brats, corn, a cold beverage and some good old aviation fellowship then participate in the by-law vote!

Just two days later, on Saturday (Sep 12) we will host our second Pancake Breakfast of the year – again at the Wittman Terminal Bldg on 20th Ave. John Egan is again chairing this event and will proudly display and use the 48” revolving grill that he constructed for the chapter. C’mon out and lend a hand for this chapter event! Work starts at 6:30 am with serving beginning at 7:30am.

On October 10 the annual Chili Bash will again be held at the 7th Heaven Hangar on Taxiway Delta. See attached flyer for more details.

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!



Is having an October Chili Bash!!!

This will include a short chapter meeting including Chapter Officer nominations!!

WHERE: WAYNE & KATHY DANIELS 7TH HEAVEN HANGAR
3778 RED OAK CT, OSHKOSH WI 54902

(APPROX 100 YDS EAST OF CLOUD NINE HANGAR ON TAXIWAY DELTA -OSH)

ASK OSH GROUND FOR PROGRESSIVE TO “7TH HEAVEN”

CALL MY CELL @ 410-0107 IF YOU CAN'T PROCEED UNDER YOUR OWN NAVIGATION!



When: Saturday, October 10th, 2009 starting at 2:00pm

Please bring a batch of your favorite Chili.

We can either “blend” everyone’s chilies or everyone can sample the individual prize winning recipies.....OR BOTH!!!

Also please bring a salad or desert appropriate to a chili meal, if you plan to take a load off of your feet, then bring a lawn chair as well.

October Chapter 252 Meeting

The October meeting will again be at Chapter President Wayne Daniels hangar “7th Heaven”. Located along the East side of Wittman Airport there are two ways to get to Wayne’s place; by airplane or by car. Let’s see a few airplanes there this year! C’mon! It’s an airport!

His hangar is located on the West end of taxiway Delta, that’s the one that provides access to the FVTC airport campus, Basler Turbo Conversions, etc. The Tower knows where the hangar is; just ask for it by name.

By car, Wayne and his wife Kathy live in the small subdivision near Steve Wittman’s old house. From Oshkosh go South on Oregon St. (County I) and then go West on Ripple Ave. to Red Oak Ct. Go North on Red Oak and you will find their place at the end of the road.

Believe It Or Not by Doug Milius
Or
Fantasy Flight In An Aeronca Champ



Editor's note –

Everyone's entitled to their own opinion, but I think Doug must have broken into the "secret recipe" brownies when writing this one!

Maybe Doug is trying for membership in the Burlington Liar's Club? I don't know...

Do I dare say – kids, please do not try this at home. Leave it to the professionals (?). Enjoy!

Most of you pilots out there probably remember your first flight instructor extolling the benefits of flying over driving. I took flying lessons during the big oil embargo of the 70's where car gas skyrocketed from 24.9 cents a gallon to 58 cents a gallon. Who knows what avgas was selling for, probably 74 cents a gallon. The Cessna 150 I rented was wet so I never paid too much attention to avgas prices back then. This all gave more fuel to the fire, no pun intended, about why flying was so much better than driving. "Just think" my instructor would say, "there are no speed limits in the sky". While on the ground we were all forced to drive 55 mph even on the interstate highways. Some people actually followed this while most people drove 64 mph in a test of nerves against the current police radar in force. He would go on to say, "You always fly direct-no need to drive on a twisty, curvy road". I guess he was never vectored 2 states away to avoid thunderstorm activity or vectored around the sky to avoid traffic in a landing approach. He ended by saying, "Flying is always faster than driving" (at least when you're actually in the air. We all know the saying, "If you have time to spare-go by air!")

This all gives rise to one of my first flight adventures after I finally received my ticket to take to the skies. Some friends and I were planning a ski trip out to Colorado. I had recently purchased an Aeronca Champ 7AC with a buddy from work and I was ready to put the Champ to use. I told my friends the plane is only a two seater but I would load it up with the skis and boots and fly out ahead of the

rest. I would get out there first and by the time you guys get out there I'll have gone out and purchased our supplies for the week and should have time to sharpen the skis and wax the bottoms.

The morning of the big flight I had everything packed neatly into the back seat of the Champ. I hung the skis overhead and bundled the boots in a big bag and tied it to the rear seat. I just had room for my bag of ski clothes and tooth brush. The weather looked good on my route for the most part. There was a slight wind out of the West for most of the trip but I didn't think this would be too big of a problem. I would probably have to plan for at least one more fuel stop along the way.

I hand propped the engine and it fired up right away, I set the throttle back, untied the tail wheel and jumped into the front seat. I taxied out to runway 27 in Fond du Lac, did my run up, looked for traffic, hit the throttle and bounded down the runway. I lifted up off the ground and was on my way, nothing could stop me now.

Because this was my first long trip I thought I'd fly IFR (I follow roads) so I headed off to the southwest in search of hwy 151. I knew I'd be blasting past the traffic below just as my instructor had told me. This flying stuff is great! I leveled off at 1500' AGL and looked for the highway. There it was as I banked to the left and kept the road off my left shoulder. I wasn't paying too much attention to the traffic on the road because I was busy folding and unfolding my air charts, playing with my E6-B and writing down my departure time. When I finally got around to looking down at the road I thought to myself, "What the H___!, everyone is passing me!!! This couldn't be, my instructor never told me about this but it was true. I did a time calculation and determined my speed was only 45 to 50 mph. Even those idiots going 55 mph were passing me. I'd never live this down if my friends made it out to Colorado before I did. All my bragging about the speed of flying would come back to haunt me through their laughter and taunts.

I thought, what am I going to do? How can I possibly fly faster in this

wretched headwind? Then it dawned on me as I saw a lone rebel trucker speeding past everyone on the highway. I put the plane in a shallow dive and lined the plane up with my aircraft carrier landing spot-the top of the truck trailer! I pushed the throttle forward and when I felt the tires hit the top of the truck I cut the power- firmly planted on the top of the truck, the prop wind milling at low idle. We were speeding down the highway at 75 mph and my fuel burn was negligent. I then looked ahead-Oh crap, an overpass was coming up. Not to worry, when we got closer I just gunned the throttle, pulled up and went over the overpass landing back on the truck on the other side. When ever this truck had to pull into a truck stop or a wayside I would just take off and find another rebel trucker speeding down the highway. This also worked when the truck I was on was not going in the direction I was headed. This little procedure worked all the way until I could see the Rockies in the windscreen. Then I decided, enough was enough, and I flew off to find the airport I intended to land at. You see, with my engine at low idle most of the way I never had to stop to refuel all the way to Denver. I found the airport on the chart I had planned on meeting my friends at and headed that way. After landing and tying down the plane I got all the skis and boots out. I hurriedly waxed all the skis and sharpened the edges in an adjacent hanger. I then took the airport car to a nearby grocery store and purchased our supplies. I got back to the airport just before my friends showed up.

I of course said, "What took you so long?" "I've been waiting here for hours." All the way up the mountains I kept telling my friends how great the flight out was. "Yes, I said, there's nothing like flying and you know there are no speed limits up in the sky!"

Believe it or not!

Editors note, again: A couple of us in the Chapter know an individual who used to live in Nevada, and was known to touch down on top of moving freight trains with a Cub. Fortunately, he had wide-open spaces with no overpasses.

Post-Aeromart Appreciation Cook-Out At EAA Hangar

On the evening of August 26th your Chapter hosted a cook out to thank all members and area volunteers who helped at Aeromart 2009. Held at the Weeks EAA Hangar, the evening provided an opportunity for those attending to look at the various airplanes and projects on site. There were about 45 people in attendance.

Thursday night was also a regular volunteer night at the Weeks location, so the timing worked out well for all involved.

Chapter President Wayne Daniels and Aeromart Chairman Jim Kress addressed those attending the cook out. The success of Aeromart was discussed and the volunteers thanked for their participation. Wayne announced that Warren Baier has volunteered to be Chairman for Aeromart 2010!

Jim was presented with a propeller letter opener and a case of aircraft oil as a token of appreciation for all of his efforts in organizing Aeromart. Wayne pointed out to all in attendance that if Jim had not taken the lead in organizing it, that Aeromart would certainly not have come off as well as it did.

John Egan brought the new Chapter pancake grill to the event to have on display.

After the cook-out a brief Board of Directors meeting has held in the Weeks Hangar break area.



Jim and Evie Kress accept a token of the Chapter's appreciation for their efforts in making Aeromart a success in 2009.



That's Chapter President Wayne Daniels at the controls of the brat grill, while Treasurer Charlie Becker provides supervision. There was plenty of food to go around for the 45 or so people in attendance.



Fly-in breakfast Chairman John Egan brought the Chapter's recently completed pancake grill along for a little show and tell.



Chapter members and other Aeromart volunteers enjoyed the food and beverages, and the time to relax and socialize a bit.



641 Bowen St.
 Oshkosh, WI 54901



**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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