

EAA 252 OSHKOSH Steve Wittman Chapter

Issue
February 2010
2/10/2010

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

Because of the Chapter Banquet there will be **NO** regular Thursday meeting for the month of February.

The next regular meeting will be **March 11th**.

Remembering S. J. Wittman's Career

January's Chapter meeting was the perfect segue into our primary Chapter activity for April – the Steve Wittman Birthday Fly-In. Scheduled for April 10th this will be our Chapters 7th annual celebration to pay tribute to not only our Chapter namesake, but someone who was prominent in early aviation and Oshkosh area history.

Jim Casper provided a great slide presentation mixed nicely with personal anecdotes from individuals who knew and worked with Steve. Bill Brennand, Alan Bensen, Bob Baier, and John Monnett, and a few additional members chimed in with comments. Mike Butler recalled when the Chapter, with Wittman's guidance, recovered portions of Big Bonzo in his garage. Cindy Boelk recalled growing up with him ever present as a family friend of the Baier's. I'm sure there are many local stories yet to be told.

Wittman's racing career started out racing the Pheasant biplane, then being built in Fond



S.J. Wittman and "Chief Oshkosh".

du Lac. His first homebuilt racer was "Chief Oshkosh", a small Menasco powered airplane with a tubular tripod landing gear. As the story goes, it was named after the local brewery (Chief Oshkosh Beer) as Wittman hoped the brewery would help out with some sponsorship – which reportedly they never did.

Casper noted that the next Wittman racer, Big Bonzo, was the first complete airplane to be acquired by the EAA museum, then located in Hales Corners, WI. Later it was restored by Steve and Chapter 252 members before being

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- Reminder -

FAA - Paper Pilot Certificates Expire 3/31/2010

Paper Type Airman Certificates
Will No Longer Be Valid.

A change in aviation law went into effect back in 2008 that affects many pilots. Basically, the FAA will not allow the use of our old paper certificates, which can be easily reproduced, requiring that we obtain plastic replacement certificates.

Per the FAA website – "Pilots cannot exercise the privileges of their PAPER pilot certificates after **March 31, 2010**. Certificates issued under 14 CFR Part 63 and 65 will expire March 31, 2013.

FAR-61.19(h)-reads:

Duration of pilot certificates. Except for a temporary certificate issued under §61.17 or a student pilot certificate issued under paragraph (b) of this section, the holder of a paper pilot certificate issued under this part may not exercise the privileges of that certificate after March 31, 2010."

There is a nominal fee to receive the new plastic certificates. If you have an older paper certificate that also used your social security number as the identification number (like some of us), you can use this opportunity to receive the new plastic card, AND have your SSN replaced with a random identification number – at no cost. It does not seem to be a requirement that you replace your SSN with a random ID number – but I think most people agree it is recommended.

It is easy to access the FAA website and request your new certificates on-line. You will need to either log-on through your FAA Airmen



The new plastic certificates are intended to improve security.

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2010 Dues Were Due as of Jan. 1

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

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

2010 Chapter Calendar and Wittman Airport Events

February 6th

Celebration of Flight Banquet
6:00 PM - Location EAA Museum

March 11th

Chapter 252 Meeting at Sonex
Greg Rasske, Hot Air Ballooning

March 13th

Light Sport Aviation Safety Seminar
At EAA Air Museum, Founders
Wing, by FAA Safety Team

April 10th

Wittman Birthday Fly-in Breakfast
Wittman Airport Terminal

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

Pilot Certificates

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Services Account, or create a new account if this is the first time you have needed to do business with the FAA on the internet. If you are not comfortable using the internet, you can have a friend print off a paper form that you can fill out and mail in.

Directions are on-line. Go to - http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/ and follow the instructions. If you have not already done so, please get it done!

History - effective March 31, 2008, the FAA stated it was implementing changes to its airmen certification and aircraft registration requirements. Two years after the Rule became effective, an airman could no longer use a paper **pilot certificate** to exercise piloting privileges. Five years after the effectively date, an airman with any other type of paper airmen certificate (e.g. flight engineers and **mechanics**) would no longer be allowed to use paper certificates to exercise those privileges.

The Rule does not revoke or otherwise cancel a paper certificate, but rather requires that the pilot have the plastic certificate to exercise the privileges.

The new Rule also addressed aircraft registration. Anyone transferring ownership of a U.S.-registered aircraft would have 21 days from the closing of the transaction (conveyance of title) to notify

Welcome New Member



Chapter 252 has yet another new member! **Tom Thompson** was introduced to the members at our January meeting. Born in the Detroit area, he has lived in the Chicago area, and then Iron Mountain, MI, before settling down here in Northeast Wisconsin.

How did it come about that Tom decided to join 252? He investigated several area Chapters and selected 252 because it seemed to be an active group, and Tom like the idea of the Aeromart project – as it seemed like something he would like to be involved in.

Tom is building a Double Eagle 2, a two-seat version of the Legal Eagle, that he is planning to power with a VW engine. He had started flying in the 1970's but with other priorities and all he got away from aviation for a while. He says the Light Sport aircraft movement re-kindled his interest, making flying more accessible for him. He plans to start taking flying lessons soon. That should help keep his enthusiasm up while building his plane!

Tom and his wife Jeanne live in Kimberly. They have a total of 5 children, and 9 grandchildren.

the FAA Aircraft Registry. Also, applicants will need to include their printed or typed name with their signature. This "printed name" requirement isn't new, but will now be a formal regulation. So, if you by Joe's old project or airplane – you had better execute the paperwork to transfer registration ASAP rather than waiting.

It was reported that the certificate and registration changes are responsive to concerns raised in the FAA Drug Enforcement Assistance Act. The purpose of the changes is to upgrade the quality of data and documents to assist Federal, State, and local agencies to enforce the Nation's drug laws...

"Lunchtime Aviation" provides lunches to SportAir Workshop Participants

by John Egan

EAA held the annual SportAir Workshops on Jan 30 and 31 at the museum, and once again our Chapter managed a fund raiser by selling Subway sandwich box lunches to the group. Chapter 252 participants included John Egan, Jim Casper, Doc Mosher, and Wayne Daniels. Wayne not only helped organize the fund raiser, but he attended the gas welding workshop as well.

The chapter sold a total of 180 lunches, allowing the work shop attendees to congregate as a group at the museum for lunch and to provide opportunity for the participants to listen to guest speakers, such as Paul Poberezny. Chapter member John Monnet acted as guest speaker on Sunday, and provided an inside view of the happenings at Sonex.

Chapter 252 plans to continue to support future SportAir workshop lunches. For those who enjoy learning aircraft building processes, and want to assist in the fund raiser, keep this winter event in mind. The workload is light, casual, and the benefits include opportunity to listen in on portions of the workshops, and to meet EAA members/builders.

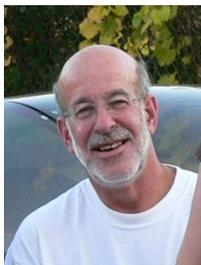


MA-1 Flight Jackets

For those of us who like the traditional MA-1 military style nylon flight jackets. Frank Freidman reported finding them for a reasonable price (\$26.97) at www.sportsmansguide.com. Check it out.



President's Message



By Wayne Daniels

Chapter 252 enjoyed a great presentation during our last meeting from Jim Casper on the chapter's namesake, Steve Wittman. Jim displayed a nice slide presentation (with contributions from John Monnett) as well as an interesting history on Steve's career as an airplane designer, builder and racer. Additionally he was involved with pilot instruction including the civilian pilot training for the military. Jim called on a number of "Witt's" friends for a few anecdotes including his racing understudy Bill Brennand. As mentioned last month, the chapter is beginning to collect items for a Wittman display in the terminal building. Anyone with items, photo's or stories about Witt to lend to the display are encouraged to contact Jim Casper or Cindy Boelk.

Many thanks go to John Egan, Jim Casper and Doc Mosher for their work serving lunch to participants in EAA's SportAir workshops on January 30 and 31. Over 140 "student's" came to Oshkosh for the weekend workshops series that includes hands on participation in many aspects of aircraft construction from sheet metal techniques to fabric covering and even flight testing programs for experimental-amateur built aircraft. For several years the chapter has a few volunteers take "SubWay" sandwich orders, and transports the sandwiches to the banquet area along with beverages, chips and home made cookies. "SubWay" gives us a good price which allows the chapter to "earn" a few dollars for the treasury, while the students can remain on site and have lunch while listening to guest speakers such as this weekends Paul Poberezny and John Monnett. It is a "profitable" effort for all concerned!

As you read this, hopefully you are enjoying the memories of our Chapter Banquet, a great meal, incredible presentation on flying the SR-71 and U-2 from Pat Halloran and some pretty special auction items. Now we are looking forward to the March chapter meeting when Greg

AN IMPOSSIBLE MANEUVER

By Doug Milius



The two people who regularly read my little stories were probably wondering why I didn't have an article in our last newsletter. I would have but I thought the subject I wanted to write about was just too sensitive to bring out right before the Holidays. I envisioned people reading my article and then wandering around for days pondering the subject, causing accidents and possibly even walking into and knocking over the family Christmas tree. I didn't want to be responsible for any of that.

The subject I want to talk about is an impossible flight maneuver. It is so difficult it is rarely performed without an accident. It is not part of the Practical Test Standards for Airmen (women) for good reason. You are asking, "Is this a spin maneuver?" No, that's way too easy and is practiced regularly by lots of would be aerobatic pilots. No, this maneuver is much more dangerous than that.

You may be wondering, "Is this maneuver the single pilot ILS to minimums?" Oh no, that's performed daily in practice and in simulated and actual conditions. While being dangerous it is not impossible. We are talking IMPOSSIBLE here people.

Great pilots such as Chuck Yeager will turn away in disgust shaking his head when asked about this maneuver. Sean Tucker will laugh and change the subject all the while you can see the beads of sweat raise on his brow and his hands become

Rasske gives us a presentation on Hot Air Ballooning. To me that sure gives thought to Spring being around the corner and the ascent of the colorful balloons filling the skies! C'mon Greg, help those visions for us.

Of course the April chapter activity will be our annual Steve Wittman birthday celebration and pancake breakfast. Breakfast chairman John Egan will be looking for volunteers to help pull off yet another successful pancake breakfast, so please offer him some time for the April 10th event. If you can't wait for him to ask you to volunteer, then just go ahead and beat the rush by emailing him at johnegan99@yahoo.com I'm sure he will welcome it!

2010 dues are now being accepted by Janet Davidson, so please see her ASAP!

clammy. Mere mortals like me will run with our hands up screaming, "It's impossible, no one has ever perfected this maneuver without an accident. I'll never try it!"

I hope you all are sitting down while you read this part because this is the maneuver. I dare anyone to try it and report back that you could do it without lying to us all. It is.....drum roll.....single pilot, non auto pilot use of the PORTA JOHNNY!!!

Sure, airline and corporate pilots can wake up from their naps, turn off their laptops, make sure the AP is on get up and walk to the head and do their business, return to their flying office, check their Facebook page and fly as if nothing big has happened.

But what about us single engine, single pilot, non AP airplane pilots who have just had 5 cups of Joe and then 15 minutes into the flight when you are at your cruising altitude have the bone numbing urge to go? I have attempted this maneuver many times in smooth air and rough air. It makes no difference, it's not easy. I'm sure the center radar controller is wondering, "What is that guy doing? Up 300 feet, down 500 feet, left, right, and all over the sky. If this goes on much longer, I'm scrambling the F-16's!" I have to admit I've never performed this without at least a little accident.

I'm taking my life in my hands but dang it, I'm going to keep trying, that's the American way. One of these days I'll succeed. Then I can start dreaming of getting nominated and elected to the Aviation Hall of Fame. How great would that be!

Aeromart.


Volunteers Needed

Interested in helping out? Want to be a part of one of the most popular attractions at AirVenture? Contact Aeromart Chairman Warren Baier at: skylight97@greenbaynet.com or **(920) 583-3242**

A Matter of Coincidence

by Frank Freidman

Coincidence number 1

In 1964 I was a USAF F100 Super Sabre crew chief stationed in England. Late summer that year I was sent to Libya for 5 weeks temporary duty. Our wing always had one F100, 2 seat F model stationed there. They had a running list for the crew chief and weapons specialists, whenever there was an empty seat they got a ride. I'd been there for about 3 weeks when my name came up and I got an hour ride. Two or 3 months later they had a weapons troop up for a ride. Everything was fine until the engine came apart. The pilot says well we're getting out of here and pulls the ejection handles. The whole thing is sequenced, the canopy blows, then the rear seat goes, then the front. Both chutes open, they float down OK.

As it turned out the weapons troop was a sky diver, got out his log book and logged a jump, probably with lots of remarks.

Coincidence number 2

By 1978 I was working for the FAA as a flight service specialist at Dupage County airport (DPA) in West Chicago, IL. One day that fall I'm working the radio position when I get a call from DPA tower. They're talking to a student pilot in a C150. She thinks that she is east of the field but doesn't see it and the tower doesn't see her. They switch her over to my frequency and using our direction finder I see that she is indeed east of the field. I get her turned to an inbound heading and she finds the field OK.

Now for the coincidences, my work shift that day was to start at 5:30 am. I didn't like those early shifts and had traded for an 8 to 4 shift. If I had worked my 5:30 shift I would not have been working the radio position that afternoon. But the biggest coincidence is yet to come. In the late 70's I picked up 10 new Cessna's at Wichita and flew them back to Illinois or some of the other great lakes states. The plane she was flying was one I had flown out of the factory earlier that year!

Footnote—the line of position from our direction finder (like a VOR radial) was 070 from DPA. If you look on a Chicago sectional and 070 from DPA you will notice a big airport to the east. Yep, she flew right over O'Hare. She was only at 1000 feet and didn't notice an airport below her. ORD approach didn't notice her, the first they knew was when an airliner saw her and asked "tower, what is this small airplane??"

One thing about aviation, there is always something happening.

placed on display in the new Oshkosh based museum. When they started on the airplane it was in pretty rough shape, but it was parted out to several locations in town and the Chapter members pitched in to get the job done (more on that in the next issue). The Chapter owns a large oil painting of Big Bonzo flying in the 1938 Thompson Trophy race and is presently stored in the EAA museum. Big Bonzo, powered with a surplus Curtis V-12 and outfitted with Wittman's trademark spring steel landing gear was a regular contender in air racing for many years during the "golden age" of air racing.

Buttercup was the first Wittman design to get the tapered rod spring steel gear (where would all of you Van's drivers be today without that?) and would incorporate many unique design features to improve slow speed performance. Chapter members Munsil Williams and Jack Wojhan are building a ButterCup – stop out to the Williams farm to take a look. This "Tailwind" looking design has many basic features similar to his later high wing models.

Bill Brennand spoke about working for Steve during the WWII years, and becoming Steve's pilot for many races in the post-war years. Wittman had taken his first racer, Chief Oshkosh, which had been previously damaged while racing, and rebuilt it as a Goodyear class racer called "Buster". Buster and Bill Brennand would turn out to be a very formidable team. He remembered racing against many newer designs that were thought to be superior, but recalled that if the race course could have been a few laps longer he could have lapped Tony LeVier flying his Cosmic Wind. Brennand was justifiably proud of how fast Buster was, and how well they performed together as a team.

Ripon resident Alan Bonsen is an active museum & Pioneer Airport volunteer, and was a student of Wittman's during the 1940's. He recalled Wittman giving rides in his Bell King Cobra, and remembered him as being a very competent and thorough instructor.

Wittman then built a 4 seat aircraft called Big X, or sometimes Big Red. But his most famous design, and one very important for the homebuilt aircraft movement, was the Tailwind design. Intended as a chase plane to support the racers Buster and little Bonzo, the new design (originally called the Flying Carpet) had to be fast. It was such a nice package that it quickly caught the eye of many

would-be builders, and so Wittman provided drawings. Originally often powered with a small Continental, Wittman built a Tailwind up around an aluminum block Oldsmobile engine, and flew it for many years (this aircraft now hangs in the Wittman Airport terminal building). Bob Baier recalled the story of Wittman making a dead stick landing at the Baier's farm strip with that airplane. Wittman was having oil pressure problems with the Olds engine, resulting in several off-field landings – to the point that his wife Dorothy was reluctant to ride in the airplane with him. Baier recalled that sometime later the Wittmans's and Baier's were having dinner one evening and he had commented on Wittman's forced landing – which resulted in getting kicked under the table by Steve who had been trying to hide the incident from Dorothy.

Ever interested in air racing, Wittman got into the Formula Vee class of racing with his V-Witt design. John Monnett was also getting into racing with his own design, the Sonerai (who else remembers the little green racer tearing around the Oshkosh fly-by pattern in the early 70's). Monnett and Wittman would become good friends, and despite their attempts to promote VW engine powered racing – it never materialized into what it could have been. He recalled taking Wittman up in his Piper Vagabond for a biennial check ride. The ride was cut short when Wittman realized there was only one set of controls in the aircraft – which meant he would not be able to try it out for himself.

Wittman then built his last design, the O & O Special – a Tailwind on steroids looking airplane that was intended to cruise at about 234 mph with a Lycoming O-540. Like all of the Wittman designs, it was built for a particular purpose. This one was to get Steve from Oshkosh to Ocala, Florida, his winter home, in short time.

Wittman's career as the manager of Wittman Airport ended in 1969. He had previously sold his flying business to Warren Basler in the late 50's.

Our thanks to Jim Casper for great presentation. Of course, he has many of his own personal experiences to relate that involve Steve Wittman – and as was evident in the presentation he is very knowledgeable about Wittman's life and career.

January Chapter Meeting

Our January 14th Chapter meeting was held at Sonex. The weather wasn't too bad, and we had an interesting topic for the presentation portion - so attendance was good with about 40 members and a few guests present. Prior to the meeting, John Monnett pulled his new jet powered design out onto the ramp and powered it up - talk about loud!

Chapter President Wayne Daniels called the meeting to order. New member Tom Thompson was introduced to the group, as well as guest Lyman Hatz. A couple of us were putting the squeeze on Lyman to join up as well, but with no affect. Regardless, he was invited to continue attending future meetings - we'll get to him sooner or later.

Chapter Secretary and Banquet Chairperson Janet Davidson provided an update on Banquet preparations, reporting that she had about 35 items for the silent auction. She requested members to assist with arranging for additional auction items and/or door prizes.

Aeromart Chairman Warren Baier reported he had no updates at this time, other than he is putting together a list of members who are willing to sign up for specific responsibilities to help manage the event. He mentioned that Al Follendorf would be taking the lead on volunteer support - keeping our volunteers happy with food, beverages, and other accommodations. Al stated he would like someone to help him in this role.

Wayne briefly reviewed the results of the Chapter member survey, and the strategic planning meeting. Jim Casper provided a brief update on the Wittman Museum project

The featured presentation of the evening was Jim Casper speaking on Steve Wittman's career, complete with slides and personal anecdotes from people who personally knew and worked with Wittman. Speakers for the evening consisted of Jim Casper, Bill Brennand, Alan Bensen, Bob Baier, and John Monnett. More on the content of the presentation is presented elsewhere in this issue.



Jim Casper did a great job with his Steve Wittman presentation, with many interesting photos and his own personal experiences to relate.



Bob Baier, Al Bensen, Jim Casper, Bill Brennand, and John Monnett provided personal recollections that involved Steve Wittman.



Secretary Janet Davidson collecting dues money for 2010!



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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