

EAA 252 OSHKOSH Steve Wittman Chapter



Issue
July 2010
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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

**July 15th
Aeromart site
work party
5:30 PM**

(Wear Your Chapter
Name Badge)

Snacks & beverages will
be provided.



July 15th Work Party/Meeting At Aeromart Site

Thursday evening, the 15th, would normally be our meeting tonight for a typical month. We will use that same time for our initial work party at the Aeromart tent site. The plan is... if we can get some of the set up completed on the 15th, it should make final set up on the 24th go that much easier. Plans for the evening -

- Set up shelving.
- Transport merchandise from learning center to tent.

If you don't already know, the site is located near the intersection of Schaick and Knapp Roads. Schaick can be accessed from the Hwy 41 frontage road, Knapp from Cty Hwy N.

Contact Wayne or Doug for additional information.

Chapter 252 Members Needed For Aeromart During AirVenture 2010

The Chapter 252 Aeromart committee again needs your participation. 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. It would be a big help if you can help out for a day, or part of a day. For information about work schedules, etc. contact:

Wayne Daniels, Co-Chairman -
(920) 233-0410
wedan444@sbcglobal.net

or

Doug Milius, Volunteer Coordinator
(920) 231-9237
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Aeromart

Key Dates – Work Parties

From Janet Davidson, Aeromart Volunteer Coordinator

July 6th – Scheduled date for the tent to be set up.

July 15th – 5:30PM

- Chapter members set up shelving
- Transport merchandise from learning center to tent when tent sides arrive.

July 22nd – time TBD

- Set up tables, check-in, cash out area and Al's food & rest area
- Spread wood chips on checkout, listing and walking path areas to hold down dust and keep areas from becoming muddy.
- Set up temporary snow fence from south west corner of tent to security fence gate near contractor trailer
- Lay flooring if available in cash register area, hook up & check registers, credit card machines and phone lines
- Set up large Aeromart signs over entrance & exit
- Distribute appropriate gate, and parking passes
- If not already done, remove old tags from left over merchandise and display in "bargain area" sales area.

July 24th – final set up

Aug 1st – time TBD

- Take down tables, load unsold merchandise on wagon & trailer & store in learning center.

And remember the Post-Aeromart Cookout. This year the date is set for August 25th. Many thanks again to all of you who are able to give some time to volunteer at Aeromart. All your help is greatly appreciated.

**Have a happy and
safe 4th of July!**



Welcome New Members

2010 Chapter Calendar and Wittman Airport Events

July 15th

Aeromart Work Party 5:30 PM
Aeromart site, AirVenture grounds

July 22nd

Aeromart Work Party – final set up.
Time to be announced.

July 24th – August 1

Aeromart at Airventure 2010

August 1st

Aeromart Work Party, tear down &
clean up. Aeromart Site

August 25th

Chapter meeting & post Aeromart
cookout at the Weeks Hangar

September 9th

Chapter meeting & Corn roast at
Munsil Williams farm

September 11th

Tentative date for Chapter 252
Pancake Breakfast & Wittman
Airport Open House

October 9th

Chapter meeting & Chili bust cook
out at Wayne Daniels hangar

November 11th

Chapter meeting at Sonex

December 9th

Chapter meeting & tour of the
Founders Wing, EAA Museum

January 20th

Chapter meeting, with discussion on
aviation fuels, at 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)



New Chapter member **Bob Blake** (EAA 441578) joined up with EAA in 1993, and since then has been a member at large. He is not presently a pilot, but one of his goals is to get a Sport Pilot License someday.

Bob is interested in participating in Airventure/Aeromart as a volunteer, including pitching in to help out with pre-event site preparations.

Bob lives in Oshkosh. Welcome to the Steve Wittman Chapter Bob!

John Sitter 1925 - 2010

EAA Chapter 252 member, John H. "Captain Jack" Sitter, 84, of Oshkosh, died Monday February 1, 2010 at Park View Health Center. He was born on February 13, 1925 in Oshkosh the only child of Anthony and Beatrice Babbitz Sitter. In 1956 he married Marlyn Wolf in Oshkosh and adopted her two daughters. Marlyn preceded him in death in 1980.

As a youth he had sailed a lot. He also learned to fly under Steve Wittman. After graduating from Oshkosh High in 1943 he volunteered for the draft. By a twist of fate he was able to enlist in the Coast Guard. He served on the troopship U.S.S. Admiral

E.W. Eberle that carried troops first to New Guinea, Philippines and other Pacific islands and later to the European Theater. On return trips they often carried wounded back to port. During his lifetime he traveled around the world four times.

After his discharge in 1946, he attended Lake Forest College receiving a BA in 1950. He received his teaching certificate from Oshkosh Teachers College in 1958 and his Masters in 1963 from UW- Oshkosh and UW-Superior. He taught history and geography in Ripon from 1958 until his retirement in 1981.

He is survived by daughters Cynthia Valis of Oshkosh and Toni Woods of La Jolla, CA., four grandchildren John Schneider, Amber Schneider, Steve Woods, and Stephan Valis II, and John's girlfriend of 25 years Alice Manteufel.

In 2004, at the Oshkosh Public Museum, John taped an interview of his wartime experience as part of nationwide project to record the service of World War II veterans. A transcript of John's interview can be read at:

<http://www.oshkoshmuseum.org/Virtual/exhibit6/e60062a.htm>

I apologize for not announcing this sooner – we just found out.

We have yet another new Chapter member, **Bob Sigman** (EAA 228126). Bob has been involved in aviation for quite a while, about 43 years all told and has accumulated a little over 4000 hours as PIC.

His interest in aviation started in the 40's when he was kid, but he had to wait a few years, until 1967, before he was able to start flying, first in a Cessna 150 and then an early 172. Bob soon bought his first airplane, a Piper Comanche 180, which he used to get his IFR ticket, and then for about 9 years Bob and his family used the Comanche extensively to travel around the U.S., Canada, and the Bahamas. A growing family encouraged him to buy into a twin Comanche partnership, which he was involved with for about 13 years. After that Bob and family purchased a late model Piper Aztec that they really enjoyed flying – including a memorable trip to Alaska. After about 9 years Bob reports he was only flying about 100 hrs a year (geesh!) and felt he had to sell the Aztec. Fortunately he found the owner of a Mooney who was willing to rent his plane to Bob, and that served well for a while.

About 4 years ago Bob switched over to operating as Sport Pilot and purchased a Flight Design CTsw that he bases out of Appleton. Bob reports the plane is well equipped and is a lot of fun to fly. So far he has accumulated about 200 hours on it and is presently looking for someone who would like to buy in as a part owner (here's an opportunity for you guys leaning towards Sport Pilot!).

Bob and his wife Char live in Appleton, where he also works as a soon to be retiring attorney. They have two adult sons and recently celebrated their 50th wedding anniversary – congratulations Bob and Char!



President's Message



By Wayne Daniels

Many thanks to all for the great turnout at Pioneer Airport for the June chapter meeting and cookout. Over 50 people turned out for some burgers and trimmings and great presentations from Jim Casper and Bill Brennand on Pioneer and Steve Wittman. Thanks also to Doug Milius for helping me on the grill during the rain showers!! We also picked up 6 chapter members.

AirVenture is now less than a month away. That means the chapters largest undertaking of the year, "AeroMart" is now in full swing. We have scheduled an initial work party, and could use all the help available on Thursday, July 15 (5:30 PM) to organize shelving and tables in the tent. This will prepare us tremendously to begin accepting items right away when AirVenture opens.

Welcome to Chapter 252's new Young Eagle Coordinator, Bret Steffen! Bret takes over for Eric Von who is relocating back to Florida. We wish him well and ask that he continue sending some of that sunshine our way! Bret's first YE rally was a washout as we dealt with 500' ceilings most of the International YE day on June 5. We'll give him another chance during our Pancake Breakfast in September!

It is not too early to consider our Chapter leadership positions for next year. Charlie Becker has declined to stay on as Treasurer. Secretary Janet Davidson and Newsletter Editor Randy Novak have also expressed their desire to be excused following the current term ending in December. Every position on the board may be available as current members may assume different responsibilities for the new term. There are a number of chapter members with great leadership qualities to continue Chapter 252's goals and accomplishments. If you would like to participate in the chapter's leadership, please let any board member know.

2010 Chapter 252 renewals should have already been made. If you haven't renewed, please see Janet Davidson! Invite another local aviation enthusiast to join the chapter as well!

Volunteers Needed Airventure Compass Rose



EAA HQ is looking for 2 or 3 volunteers to help paint a large 3-color compass rose on the convention grounds.

Interested? Please contact Jeff Benedict at 920-426-6528 or by e-mail at jbenedict@eaa.org in the very near future.

Volk Field Open House & Fly-In

Camp Douglas, WI – Saturday August 21, 2010 from 0800 to 1600 hrs. Free admission and parking. Family oriented

Activities include Breakfast, Flying Demonstrations, Static Displays, & the Air National Guard Museum. IFR, VFR & maintenance seminars by the WI DOT.

Here is a unique opportunity & recommended by Wayne! Fly-ins are encouraged, however advance registration is required – call 800/972-8673.

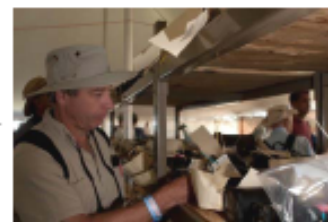
One Of AirVenture's Most Popular Activities Returns AirVenture 2010, Monday July 26th to Sunday August 1st.



Call it a swap meet, consignment sale, or clean out the hangar sale; AEROMART provides one of the best places for individuals to sell all those extra aircraft parts or other aviation related items. EAA members with unused or extra parts can turn them into cash while helping others complete their projects. AEROMART is an all-volunteer operation now operated by Oshkosh's own EAA Chapter 252.



For Builders and Vintage Restorers – AEROMART is the perfect place to shop for those hard to find parts.



AEROMART Hours Of Operation
OPEN FOR SALES:
Tuesday thru Saturday – 9 AM to 5 PM
Sunday – 9 AM to 12 Noon



AEROMART is conveniently located just south of Exhibit Building "D".

- For Sellers -
ITEM CHECK-IN SCHEDULE:
Saturday (7/24/10)- 2 to 5 PM
Sunday thru Saturday - 9 AM to 5 PM
UNSOLD CHECKOUT SCHEDULE:
Monday thru Sunday - 9 AM to 5 PM

To learn more about AEROMART visit the website at www.Aeromart.webs.com.

Aeromart is Hosted by EAA Chapter 252
The "Steve Wittman Chapter"
Oshkosh, WI



5/23/10 skm

I learned about fiberglass from that.

Lyle Forsgren, EAA tech counselor

Those of us who are always building something, airplanes or not, often have the need to make a fairing, blister, cover, or any number of non structural parts. These parts can often be made of fiberglass or other hand lay-up techniques over a model or plug or buck, whatever you want to call it. This article will discuss a low cost, easy technique for making the model. But first a little history (mine) will answer many of your questions, like why not use foam or wood or-----? You can use almost anything under the final surface material, but you want something easy to get smooth and contour on top.

Back in the 60's when we were building racecar bodies, my brother was working at Boeing in the model shop. For larger parts the material of choice was plaster. The buck or model was built up of numerous bulkheads or formers that had to be lofted to get the proper shape. These were put together with the proper spacing to get the approximate shape. Chicken wire or something similar was laid between the formers an inch or two beneath the surface and plaster was poured or plopped onto the wire until the plaster was proud of the formers, then a spline (a thin piece of steel two or more inches wide but only .02 inches thick) was used to fair the plaster down to the shape of the formers. Aside from making all the formers, the process was not too difficult but quite time consuming, and as the plaster dried it shrunk and lots of cracks appeared that had to be filled. Another major problem was sealing the plaster and getting a release compound that would allow the fiberglass to be removed. In those days we were making a female mold off the plaster mock-up from which multiple parts could be made.

My next exposure to a modeling process was at Rupp industries where the model builders were using clay to make the mock-up. Now clay was for many years the choice for making small parts. Again, the clay is put on a model about an inch or more thick but the formers are eliminated. Often a matching bulkhead is used to make indentations in the clay so you know how much clay to scrape off. This is useful for making symmetrical sides. The way I saw the

process, the clay was put on by hand and was as hot as you could reasonably work with to make it soft, but still harder than peanut butter. You got it relatively smooth with your thumb, then used a variety of those thin steel tools to scrape off the excess clay. In all, this method is fairly easy and you can get a great finish on the clay. If you want to make a mold off the clay just spray on some poly vinyl alcohol (pva) and lay your glass over it. The pva is water soluble, so removing the mold just takes a little water between the clay and the mold. My LF-1 cowl and canopy frame was made this way.

On my latest project, my garbage can full of clay had moved on (it takes a lot) and I didn't want to go through the former process AND I just happened to have a fiberglass pod from a glider. Now it wasn't wide enough or long enough or deep enough, but it had some nice compound curves. My solution was to cut it down the middle all three ways to get the compound curves for each corner, then fill in the space between and glass the parts together. The parts were held together by pieces of fiberboard attached to the inside and the outside surface was filled with, guess what, plaster. We had just finished building our house and I found that a product called patching plaster was readily available at Menards. The great thing about patching plaster is you can mix it (with water) to any consistency you want so you can use a spatula or trowel or just by hand to put it in place. It starts to set up in just a few minutes, so you can actually hold it in place if necessary. You can flow it smooth with a straight edge (I use an 18" flexible steel rule) then as it starts to set up you still have several minutes when it is the consistency of peanut butter when you can scrape it smooth. Take off too much? Just mix up some more and put it on. Easier than clay. When it is setup it is very easy to sand.

So for most of our parts where we don't need to make a female mold (since we only need one part), I suggest you try patching plaster. It will stick good enough to aluminum to make your fairing fillet, it's easy to work and very sandable. To get the fiberglass to release, I cover the plaster with shipping

tape- you know the 1 or 2" wide plastic tape like scotch tape. If possible go around the plaster fairing with electrical tape so when you remove the fiberglass part it will have a line where you want to trim it. The tape works so good as a release mechanism that you can probably make more than one part off the plaster since the tape doesn't like to stick to the plaster.

There have been lots of articles written about making fiberglass parts so I'll just give you my two bits worth. I've used both polyester and epoxy and prefer the epoxy. I use the West system epoxy with the pump in each can. Equal squirts of each gets the right mix. When the epoxy is still tacky, I brush on a mixture of epoxy and micro balloons. This can be smoothed before it sets up and is easy to sand later.

Well I'm off to work on my project. Today I'm going to make the fairings around the turtle deck, more plaster and fiberglass.

Lyle's Final Thought

ATTENTION HOMEBUILDERS

Airventure is nearly here and that's a good time to buy a couple of tubes of torque-seal-- you know --the stuff you put on ALL the fasteners after they're tightened so you know that they are ready to fly.

Chapter 252 Name Tags

For those chapter members who do not yet have their nametags, or who never received them, please contact Janet Davidson at gbvfx@hotmail.com or 920 203 0046. They take about 2 or 3 weeks for delivery from when the order is put in.



June Chapter Meeting

The June meeting held at Pioneer Airport was very well attended. Despite the wet weather Wayne had estimated that about 50 or more members and guests were present. The evening started with the Chapter providing burgers (thanks Doug and Wayne for manning the grill) and beverages, and everyone else brought enough side dishes and deserts to go around. A short meeting with updates on the various Chapter activities followed the meal. After that, everyone was on their own to check out the collection in the various hangars, and/or socialize a bit. All in all, a nice evening.

Many thanks to Chapter member Jim Casper for allowing us to use the facility. Jim manages the Pioneer Airport operation for EAA.



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AIR MANEUVER winners at Miami air show were Bob Jocelyn (left) and Steve Wittman

Newsletters Available 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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