

# EAA 252 OSHKOSH Steve Wittman Chapter

Issue  
June 2010  
6/4/2010

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

June 10<sup>th</sup>  
at  
Pioneer Airport

Doors Open at  
6:00 PM  
Meeting starts at  
7:00 PM or  
thereabouts

(Wear Your Chapter  
Name Badge)

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  
are always appreciated!

## For Membership in Chapter 252

Send \$20.00 to:  
**Janet Davidson**  
2781 Fisk Avenue,  
Oshkosh, WI 54902

## June 10<sup>th</sup> Meeting At EAA's Pioneer Airport "Wittman" Hangar.

Through the courtesy of Chapter Board member Jim Casper, EAA's reproduction Wittman hangar will be the site for our June Meeting. The start time will be a bit earlier than normal – 6:00PM, and will include a cookout. The Chapter will again provide the basics: brats, burgers, etc. As always, additional side dishes or deserts provided by the members would be appreciated!

This meeting will give the Chapter members a chance to look around Pioneer Airport, check out the airplanes, engines, and other collections, and maybe chat with a couple of the pilots who fly the museum's planes regularly.



## 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. 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  
drmilius@sbcglobal.net

## Aeromart Updates For Airventure 2010

Last year provided the Chapter with a steep learning curve on how to operate an event like Aeromart. This year there will be some improvements to the organizational structure, the site itself, and our support of the volunteers who help.

The site will be a little different. We'll still operate out of the large tent, but this time there will be real security fencing in place.

This year we'll have a tent fly set up in the back where volunteers can take a break from the crowd, grab lunch, a snack or beverage, etc, and we will again have a trailer behind the main tent to function as a Chapter office. Listed here are the general areas of responsibility, and those persons who are responsible for managing those areas. **Please take note** – they are not expected to do all of the work themselves and will be looking towards the other Chapter members and general Airventure volunteers to provide the manpower needed.

### General Administration –

**Wayne Daniels** and **Warren Baier** are Co-Chairman for Aeromart, and along with Aeromart Operations Manager **Jim Kress** are handling most of the general planning and preparations.

### Front Desk –

**Rene' Baier**, **Randy** & **Terry Novak** are responsible for coordinating merchandise listing and checkout operations while managing the front desk area. Randy & Terry will be preparing signs and other visual aids to help our customers, and volunteers – along with assisting with volunteer training.

### Volunteer Resources –

**Doug Milius**, **Janet Davidson**, & **Wayne** are the Volunteer Coordinators. They will be organizing the work schedules, job functions, volunteer sign up, distribution of passes, and a long list of other tasks that will be needed to keep Aeromart functioning day after day.

### Food Service –

**Al Follendorf** is taking on the role of Food

*Continued on page 3*

# Chapter 252, 2009 Financial Report

by Charlie Becker

## 2010 Chapter Calendar and Wittman Airport Events

### June 10<sup>th</sup>

Chapter meeting & cookout at  
Pioneer Airport Wittman Hangar.

### July 26<sup>th</sup> – August 1

Aeromart at Airventure 2010

### August 25<sup>th</sup>

Chapter meeting & post Aeromart  
cookout at the Weeks Hangar

### September 9<sup>th</sup>

Chapter meeting & Corn roast at  
Munsil Williams farm

### September 11<sup>th</sup>

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

### October 9<sup>th</sup>

Chapter meeting & Chili bust cook  
out at Wayne Daniels hangar

### November 11<sup>th</sup>

Chapter meeting at Sonex

### December 9<sup>th</sup>

Chapter meeting & tour of the  
Founders Wing, EAA Museum

### January 20<sup>th</sup>

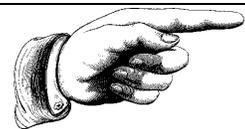
Chapter meeting, with discussion on  
aviation fuels, at Wittman Airport  
Terminal

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)

Income	Jan - Dec 08	Jan - Dec 09
Banquet-Auction Income	2,582	2,838
Banquet-Dinner Income	2,655	2,950
Interest-Savings, Short-term CD	411	216
Mtg-Refreshment Contributions	58	-
Membership Dues-2008	600	-
Membership Dues-2009	620	1,080
Membership Dues-2010		420
Pancake Breakfast	533	264
Pancake Breakfast-Steve Wittman B-Day		1,215
Shirt Sales	30	92
SportAir Workshop Lunches	284	215
Other Income-Bob Warner Hangar		520
<b>Total Income</b>	<b>7,773</b>	<b>9,810</b>
<b>Expense</b>		
Banquet Expenses	2,921	3,269
Charitable Contributions	1,000	680
Bank Charges		84
IRS 501C3 Application and Fees		775
Insurance & Registration	237	237
Meeting Exp	227	339
Nametags	113	105
Newsletter	68	184
Other Expenses	47	74
Website	120	120
Pancake Breakfast	408	827
Pancake Breakfast-Steve Wittman B-Day		331
<b>Total Expense</b>	<b>5,140</b>	<b>7,024</b>
<b>Net Ordinary Income</b>	<b>2,633</b>	<b>2,786</b>
Other Income-Aeromart	0	10,604
<b>Net Income</b>	<b>2,633</b>	<b>13,390</b>



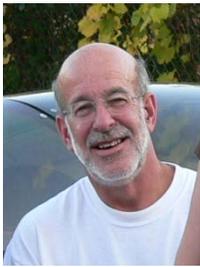
## Chapter Name Tags

For those chapter members who do not  
yet have their nametags, or who never  
received them, please contact Janet  
Davidson at [gbvfx@hotmail.com](mailto:gbvfx@hotmail.com) or 920  
203 0046 by May 17th. They take about 2  
or 3 weeks from when the order is put in,  
so, hopefully, should be available by the  
June chapter meeting.

Balance Sheet		
ASSETS	December 31, 2008	December 31, 2009
<b>Current Assets</b>		
Checking	7,852	5,565
Savings	11,975	26,795
Fixed Assets	210	1,568
<b>TOTAL ASSETS</b>	<b>20,037</b>	<b>33,928</b>
<b>LIABILITIES &amp; EQUITY</b>		
<b>Liabilities</b>		
	-	-
<b>Equity</b>		
Opening Bal Equity	17,405	20,037
Adj- record Bonzo Oil Painting		501
Net Income	2,632	13,390
<b>TOTAL LIABILITIES &amp; EQUITY</b>	<b>20,037</b>	<b>33,928</b>

Note: At year end, we were in the process of reinvesting our excess funds in new CDs.

## President's Message



By Wayne Daniels

The Chapter 252 May meeting was held on Saturday May 15 in conjunction with International Learn to Fly day. We had the pleasure of being joined in this effort by the Oshkosh chapter of Women In Aviation, International. We want to thank them for their assistance as well as their contributions for the cookout! This first ever event was a great success with a "perfect" weather day! The chapter grilled up a "bunch of brats" which enticed many visitors to stick around and learn more about becoming a pilot and/or aircraft owner. Approximately 85 people attended the event and several of them had the opportunity to observe a pilot pre-flighting and aircraft explaining the different control surfaces and their function and then experience a short flight of the Oshkosh area in one of nearly a dozen airplanes that were on hand. All in all, it was a terrific day and deemed a success by all that participated.

International Young Eagle Day will once again be held at Orion Flight Service at the Wittman Terminal Building on Saturday, Jun 12<sup>th</sup>. This event is scheduled to run from 9am until noon. As always chapter 252 members are invited to assist EAA HQ in this effort of introducing young folks ages 8-18 to the wonders of flight. We could use ground assistance as well as pilots and aircraft. If you are available to help please call me at 920-410-0107 or come to Orion by 8:30am.

AirVenture and Aeromart are now right around the corner. As seen elsewhere in the newsletter, the chapter realized a significant addition to our treasury from this effort last year. Now that we have some experience and have invested in some equipment/supplies to make it better this year, we have the opportunity to further increase our funding toward an eventual chapter hangar/clubhouse. This will require contributions from as many members as possible. If everyone could participate in at least one five-hour shift it would surely be a successful event. Please contact Jim Kress to volunteer some of

## The Flight Adviser

by Owen Russell



The EAA chapter has two valuable services available to the experimental home-builder. The Technical Counselor, an aid (counsel) in the construction of your airplane; and the Flight Adviser, who will aid (advise) you in preparing to fly your new airplane. Both these functions are directed toward keeping you safe and free from accidents. The most common accidents happen on the first flight. Some from mechanical reasons and some from pilot reasons. There has not been a first flight accident with a pilot who has participated in the flight adviser program.

Chapter 252 has several excellent Technical Counselors, Lyle Forsgren, Randy Novak, George Rotter, and Joe Norris. Joe is also a Flight Adviser along with myself, and John Monnett. Lyle wrote to you last month regarding the Tech Counselor. So, what does the Flight Adviser do? We ADVISE! The flight adviser helps YOU prepare for that all-important first flight as well as the balance of the flight test program.

The flight adviser begins with a formalized checklist of your flight experience, the configuration, and expected performance of your new plane, and how well they correlate. How recent is your experience? Has your flying been on hold for a year (or many?) while you've been building? Have you flown a tail-dragger, or tandem, or high (or low) wing (if that's what you built)? How many different types have you flown?

We'll compare other airplanes, seeking similarities in expected performance and handling characteristics. We will look at things like wing loading (stall speed), power loading (climb speed), weight and balance (stability). Most experimentals have higher performance and more responsive controls with lighter forces than

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your time for working the tent or Al Folendorf to assist in the "feeding" of all our great volunteers. THANKS!

2010 Chapter 252 renewals should have already been made. If you haven't renewed, please see Janet Davidson! We have a busy year ahead, and the more of us involved will ensure another successful chapter year, so invite another local aviator to join the chapter as well!

what you may be used to. Sometimes we can identify another airplane that might be close to the expected performance in which you might get some dual in preparation.

All this analysis is to prepare YOU to decide if (when) you are prepared to make that first flight.

After YOU decide you're ready, now what do you do? We'll prepare another set of checklists in preparation for ground tests, taxi tests, control effectiveness, and settings. Getting ready for that first flight. Then another set of checklists for the first flight. The main objective being: get it safely in the air, evaluate the engine operation, TRIM, control effectiveness, and get it safely back on the ground.

Now you can proceed (with the aid of more checklists) for the next 10 (or more) flights to build your confidence AND the beginnings of your POH. Remember, these are TEST flights. You will be getting data for your flight manual, not just boring holes in the sky.

Safe flying.

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### Aeromart Updates

*continued from page 1*

Coordinator (volunteer support), and will be available to provide volunteers with regular lunchtime meals, as well as morning and afternoon snacks.

#### Public Relations –

**Wayne** is responsible for the advance Public Relations this year, with Randy helping to provide material.

#### Cash –

**Rene'** along with **Carol McIntire** will be responsible for coordinating the cash and payment operations.

#### Gator Operations –

**Cole Baier** and **Wally Ingraham** will be responsible for Gator operations. Which primarily consists of assisting customers with pick up and delivery of merchandise, and running errands for Aeromart operations.

Last year we did have a large number of non-Chapter volunteers. While this help is needed, we also want to show the world that Chapter 252 can stand on it's own two feet. So – please do not hesitate to get involved. It can be a lot of fun. You meet some interesting people, and get to be the first to see all the merchandise!

# I Learned About Flying From That, or How I Almost Bit The Farm

By Doug Milius

I couldn't quite decide on a title for this article. I didn't want to copy the popular written series from "Flying" magazine and I didn't want to scare away potential readers by being too serious.

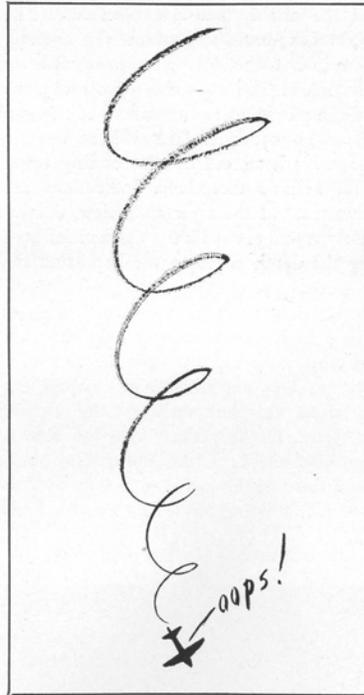
I started flying lessons back in the mid seventies after I graduated from college and had a job that provided a steady income. I had a friend in one of my geology classes who had his pilot's license who gave me the idea to get mine when the finances allowed. Well, the finances allowed it at this time so off I went to the Fond du Lac Skyport to talk to someone about lessons. Before I had time to think it over they had me up in the air for my introductory flight. My favorite instructors were Ken Long and Warren ...who's name I cannot remember. Both were knowledgeable and loved to fly but Warren brought out the real fun in flying. Now I was used to flying in DC-3s, Convair 580s and DC-9s but never had been in a small plane although my father had many friends when he worked for North Central Airlines who had their own planes. The takeoff was smooth enough and my eyes were glued outside the plane looking at all the detail of the surrounding countryside. A sharp bank left me thinking if the door flies open I'm going to fall right out.

Subsequent lessons brought on steeper bank turns, slow flight and the dreaded stalls. Now the first stall we performed found me dropping the control wheel and grabbing the underside of the seat with both of my hands. What the heck was that? I thought we were going to drop right out of the sky! To this day I still don't really like practicing stalls although my Cherokee is a lot more docile than that 150 was.

Warren turned me loose to solo with about 8.5 hours under my belt. My three touch and goes were uneventful although the lighter plane made me compensate on take offs and landings. Soloing gave me the opportunity to practice maneuvers on my own as we went through our structured lessons. For my sake it was a good thing we practiced engine out to landing maneuvers. I always wondered why we spent so much time practicing this until one fateful October afternoon.

It was one of those crisp fall days with a light wind blowing out of the West. I took off on runway 27 and headed out to

the practice area climbing to 3300 feet. When everything seemed OK, power at 2450 rpms, trimmed for level flight, clearing turns made, I reduced the throttle, pulled the carb heat and slowed the plane down to 75 mph to initiate a power off stall. A little trick Warren told me was to hold your right hand in a fist with your thumb extended. When you initiate the stall, point the nose down, correctly center the ball with rudder and add power by pushing in the throttle with your fist and at the same time push the carb heat in with your thumb. I did all this and when I pushed in the carb heat and throttle the engine mysteriously mushed and stopped. At this point I thought, "Oh Crap! Now what do I do?" I trimmed the plane for 80



mph. The prop was wind milling. I pulled the throttle back and tried to restart the engine. Nothing happened. I tried again with a different throttle setting and adjusted the mixture but still no go. Then I started looking for the largest field I could find. When I found what I thought was a suitable field I headed for it. When I got lower I noticed a large power line running right across my approach to the field. I lowered some flaps and felt I was committed to the field and passed over the wires by what felt like inches but I'm sure

it was 50' or more. Then looking at the field I picked I noticed the furrows were running perpendicular to my approach. I kept going thinking I would lower full flaps and stall above the ground and hopefully not flip over.

Well, everything went as I thought it would. I stalled over the soft dirt. The plane stopped in about 7 feet going up on the left wingtip but it didn't flip over. I forgot to shut off the fuel so when I jumped out I saw fuel flowing out but I wasn't going to risk going back into the plane to turn it off. I ran up to the nearest farm house and knocked on the door. The guy was pretty surprised when I told him I just crash landed my plane in his field. I used his phone to call the airport and told them where I was and where the plane was. They came out and rushed out to the plane. The only damage was to the fuel line and the left wing tip. The total amount of damages was under \$300.

There are three strange things about this incident (the FAA never called it a crash). 1.) The engine started right up after they got it back to the airport. Was it carb ice or was there something wrong with the mixture control? 2.) I still have dreams from time to time about trying to takeoff in a plane down a city street where I have to avoid wires to get into the air (I always seem to make it) and 3.) One weekend some years later I went to church with my parents at their small church in Amherst, WI. My Dad introduced me to a new member who recently moved to the area from Fond du Lac. It was his house I ran to after the crash and he was the person who answered the door and let me use his phone. Is that remarkable or what!

Well, I still don't really like to do stalls and my heart still jumps when ever I take a check ride and the instructor turns off the power. But I feel pretty confident that if I had to I could do it all over again but the next time I'd try to find a hay field without high tension wires anywhere near it.

## May Chapter Meeting and International Learn To Fly Day

Our May 15<sup>th</sup> meeting was also our Chapter's contribution to the new International Learn To Fly Day program. We had excellent weather, and the EAA Weeks Hangar facility provided a fitting location. Doug Milius, Janet Davidson, and Wayne Daniels were the primary organizers for the event.

Attendance was modest (it was reported that approximately 85 people attended), and was probably about as expected. Being a new experience the Chapter played it conservative. We didn't advertise our event to the general public, but instead relied upon word of mouth from our Chapter members. We had a few Chapter members bring their planes over, 10 or 12 in all, and about 4 or 5 members were giving rides to pretty much anyone who expressed an interest.

The Chapter provided the basic Wisconsin food groups (except beer), and there was plenty of other food brought in by the Chapter members to fill up a couple of tables. A donation can was set out, and the Chapter's costs were covered by those donations.

It's always interesting to see what's going on in the Weeks Hangar, the hospitality of the staff was great, the weather and food couldn't have been much better – all in all – the recipe for a nice day!

Our Chapter event did get mentioned during an on-line AOPA interview with EAA employee Ron Wagner, as well as some coverage on the EAA 365 site.



*Chapter Vice President Doug Milius explains the pre-flight inspection to Bob and Shari Kime prior to their airplane ride.*



641 Bowen St.  
 Oshkosh, WI 54901



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

**Newsletters Available 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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