

**Next Chapter  
 252 Meeting**

**November 11<sup>th</sup>**

**Doors Open at  
 6:30 PM  
 Meeting starts at  
 7:00 PM**

(Wear Your Chapter  
 Name Badge)

**Sonex Aircraft  
 511 Aviation Road  
 Wittman Regional  
 Airport  
 (East side)**

From Oregon St. & Hughes,  
 take Hughes west to Red  
 Tail Way, enter through the  
 security gate. Sonex  
 Aircraft is straight ahead.

Snacks & treats  
 are always appreciated!

**2011 Dues  
 Will Be Due  
 Jan. 1**

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

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).

**November Meeting To Feature Officer Elections &  
 Demonstrations On Aircraft Building Techniques**

**- Officer Elections -**

As reported (in greater detail) in the last issue of *The Pylon*, the standard two-year term is expiring and officer elections will be held during the November meeting. Discussions of the elected officer positions have occurred at previous Chapter Board meetings, and a few names have been submitted for nomination – more would be nice!

Elected positions are President, Vice President, Secretary, and Treasurer. The Chapter President appoints all of the other officers and three additional Chapter Board members. Following is a brief summary of the duties of those offices:

**President –**

The President is the chief executive officer of the Chapter organization, and the Board of Directors. The President shall have, subject to the advice and consent of the Board of Directors, general charge of the business of the Chapter.

**Vice President –**

The VP shall be vested with all the powers of, and shall perform the duties of the President. The Vice President shall also perform such duties connected with the operation of the organization as Directed by the President.

**Secretary –**

The Secretary shall keep the minutes of all meetings of the membership, and the Board of Directors; keep a proper membership roll; keep a book of Bylaws; and shall execute with the President, in the name of the organization, all contracts, etc.

**Treasurer –**

The Treasurer is the chief financial officer of the Chapter. He is responsible for it's funds, securities, and other personal property. He receives payments, and writes checks from the Chapter account. He keeps the books, prepares and files all tax reports, and provides financial reports to the President and Board of Directors.

For a full and detailed explanation of all officer positions, please refer to the Chapter By-laws (copies available from the officers).

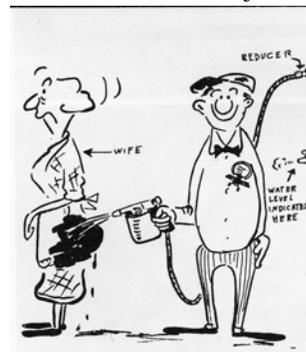
**- Construction Techniques -**

At the conclusion of the business portion of the meeting the members will break out into the feature presentation portion.

This month Charlie Becker has asked several EAA members to provide small work station/demonstrations, with each focusing on an aspect of aircraft construction. For instance; rumor has it that Joe Norris (A&P, IA, and Tech Counselor) will talk about control cables and forming nicopress sleeves, Charlie (Chapter Treasurer and Sonex builder) might talk about aircraft lines, and fittings – how to flare a tube, etc. Aaron Novak (Airventure instructor) is planning to provide a display about basic aircraft gas welding, with an emphasis on aluminum. John Egan (Pietenpol builder) will show how to build a wooden wing rib. Members will be able to visit one or all of the workstations as they wish. If this goes over well, maybe we can make it an annual thing or expand on it a bit?

Note - though there are plenty of our members who are licensed Mechanics or Inspectors – the presentations are primarily intended to represent the techniques and practices considered acceptable for homebuilts.

For those us who are new to aircraft fabrication, the workstations should provide an opportunity to sample some construction techniques, and maybe learn something in the process. For those of us who have already been exposed to this sort of thing, we can stand back and heckle the others (just kidding!).



Artists rendition of President Wayne Daniels providing a demonstration on spray painting.

## Welcome New Members

### 2010 - 2011 Chapter Calendar and Wittman Airport Events

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

Chapter meeting at Sonex  
Doors open at 6:30, meeting at 7PM

#### November 23<sup>rd</sup>

Chapter Board of Directors meeting  
5:30 PM, Wittman Airport terminal

#### 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

#### February 5<sup>th</sup>

Chapter 252 Celebration of Flight  
Banquet in the Founders Wing, EAA  
Museum

#### April 2<sup>nd</sup>

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)

## Chapter 252 Building Committee

This committee has had several meetings, and under the capable leadership of John Egan has made considerable progress.

At the recent Chapter Board Meeting, the committee submitted a report detailing the project objectives, meeting location, building, and site options.

The Board reviewed the report at length, and in the end the Board came up with a good proposal of it's own, one that most Chapter members should find easy to support. A couple of outstanding questions critical to the success of the proposal still need to be addressed, and the Committee should have some news for you in the near future.

You, as a member can still help by letting your ideas be known. Please talk to any of the committee members: John Egan, Randy Novak, Wayne Daniels, Charlie Becker, Brett Steffen, Gary Wilson, and Peter Moll.



New Chapter member Bill Corley (EAA 628053) first joined EAA about 10 years ago. He presently works for EAA HQ as their Director of Marketing.

Bill comes from a family of multi-generational pilots. His grandfather flew in WWI, his Uncle flew B-17's, and at the age of 84 his father is still flying (with a current medical!). Bill himself soloed before entering college at Emory University, and later earned his ratings at various flight schools. He has spent time in Alaska flying freight and otherwise, in a variety of aircraft: DC-3's for Dodson International, Embraer 145 for Trans States, Bombardier CRJ200 for Pinnacle, DC-9/B-717 for AirTran, & Part 135 flying in Cessna 207's out of Bethel and Kodiak, AK.

Bill's current airplane is a Rutan Long-EZ that he enjoys flying and working on. He has previously owned a Piper PA-28, J-3, and a Maule MX-7. He also supports the Young Eagles program when able.

Bill and his wife Catherine presently have their home in Fayetteville, Arkansas, but hope to relocate to Oshkosh soon. They have a son, Cooper, who is attending Admiral Farragut (damn the torpedoes!) Academy in St. Petersburg, FL.

## Celebration of Flight Banquet 2011

The new President of EAA, Rod Hightower has agreed to be the featured speaker for this seasons banquet .

As always, please consider getting involved, and contact Banquet Chairperson Janet Davidson at:

**Janet Davidson**  
2781 Fisk Avenue,  
Oshkosh, WI 54902  
(920) 203-0046  
gbvfx@hotmail.com

New Chapter member Nate Elder (EAA 830364) joined EAA approximately 4 or 5 years ago.

He is presently a student at Oshkosh West High School. After graduation he would like to embark on an aviation career, starting with the pursuit of a degree in aerospace engineering from Embry Riddle University, and eventually, he would like to work in the area of propulsion/powerplant engineering. Nate appreciates mechanical things, and enjoys problem-solving challenges. Attributes well suited to someone starting out on an engineering oriented career!

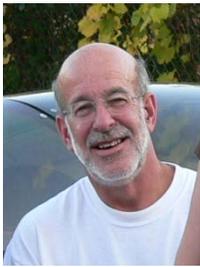


Nate recalls that his grandmother was an air traffic controller during WW II, and used to tell him stories about the large number of bombers and other aircraft that she would work with. His dad shares his interest in aircraft, but never became actively involved himself. However, he did always take Nate to the Airventure fly-in, and that seemed to have sparked his son's interest. Nate has participated in the EAA Wild Blue Wonders program, Young Eagles, and has taken an introductory lesson with Orion Flight Services. He also participated in the Aeroscholars aviation high school courses. Nate is looking forward to starting flying lessons, probably in the fall of 2011. Naturally, he plans to someday build an airplane of his own.

## Chapter 252 Board of Directors Meetings

These meetings are open to ANYONE in the Chapter membership who is interested in attending. To facilitate attendance, we will try to publish the date, time, and location of each Board meeting in the Chapter Calendar of each preceding issue of *The Pylon*.

## President's Message



By Wayne Daniels

The annual chapter chili bash was held on October 9<sup>th</sup> at the 7<sup>th</sup> Heaven hangar. Three aircraft and over 30 chapter members and guests arrived to enjoy "unseasonably warm 70's" and several different offerings of chili as well as some great desserts, etc. Thanks to all that came and enjoyed the food, fellowship and great weather. I suspect that the weather also kept some people away while enjoying other autumn activities.

As there was an insufficient number of chapter members at the October meeting/chili bash to hold an officer nomination session, nominations were deferred to the November meeting. If you would like to serve the chapter in a leadership position or wish to nominate some else please consider attending and making a nomination. Chapter 252 is an active chapter with many activities and some new volunteers are always appreciated to keep us moving forward.

Our next major chapter function will be the annual "Celebration of Flight" banquet to be held Saturday, February 5, 2011. Janet Davidson will again chair the banquet committee. If you would like to be a part of this effort, don't hesitate to contact her.

The chapter is revisiting the investigation to obtaining a permanent chapter "meeting house". It is felt that there is a need for a facility chapter "events", meetings, and storage of chapter property. John Egan has accepted chairmanship of this committee and investigation which will report to the chapter officers their recommendation by the end of the current year. If you have any input or experience with this type of project please contact John or any chapter officer/board member.

**EAA Chapter 252**  
**- Airplane Spoken Here -**

## Chapter 252's Wittman Museum Project

As most of you know, last year at about this time the Chapter kicked off a co-operative project with Wittman Airport. That being, a small museum located within the Wittman Airport Terminal that would pay tribute to Steve Wittman, and the history of the airport.

The project is being led by Chapter members Cindy Boelk and Jim Casper. Busy schedules have not permitted much work to be done during the summer, but at the recent Chapter Board meeting Jim reported that they should be getting back to it now that the winter months are approaching.

If you are interested in helping out, please contact Cindy or Jim for additional information: Cindy at 920/583-4430 or kolar55@yahoo.com, or Jim at 920/460-0858 or jmcasper@milwpc.com.

## Wittman Birthday Fly-In Date Set for 2011

The date has been set as **April 2<sup>nd</sup>**! We would like to repeat the good success that we had with last year's fly-in. Of course, we all know what the weather can be like in April and so will need to plan accordingly. Good weather cannot be relied upon for outdoor activities, like flying and Young Eagle rides. A good assortment of indoor displays and entertainment will need to be provided. Likewise, we'll need to again make sure we do a good job of promoting the event with the aviation, and local, communities. If you have any ideas and want to get involved early in the project, please contact any of the Chapter officers. **At this time a volunteer is needed to take the lead on event promotion!**



Steve Wittman with the Crites brothers, Dean and Dale – all Wisconsin aviation pioneers.

## Chapter Has Experienced Growth Over Past Two Years

As we near the end of this Chapter term, the Wayne Daniels administration, I wanted to reflect a bit on what has transpired over the past couple of years.

Two plus years ago the Chapter appeared to be struggling a bit. Due to personal and business commitments, officers were sometimes not present, and communication was sometimes lacking.



Membership was not so good. It's hard to tell by the records I have, but it looks like the Chapter had about 50 paid members, plus or minus, at that time.

Those difficult times were due to no one individual's fault – it's just the way things happen sometimes – in business, and particularly in a volunteer organization like the Chapter.

Since then we have kept a regular line of communication open. The Chapter still hosts the Celebration of Flight Banquet, and has started to get fairly good at operating two fly-in breakfasts per season (we've got the breakfast part figured out, now we just need to work on the fly-in aspect). Then there is Aeromart, a significant task, and one that requires the Chapter to step up to the plate with some good management skills and commitment from the membership.

What about our membership? All of the new member announcements in *The Pylon* should be an indicator. It looks like we have about 90 members in good standing, and probably a few who still owe their 2010 dues. That is an 80% INCREASE in membership – not too shabby!

The outgoing officers, Board members, and project leaders have done a great job these past two years! You, as Chapter members have also done a good job supporting the various projects your Chapter has taken on. Without the help from each of you who took the time to contribute, we could not have accomplished what we did.

# Randy's Ramblin's

A collection of thoughts and short stories.

## - Gray Hair and Aviation -

Within the aviation community there is a sometimes informal (sometimes formal) hierarchy, a product of seniority in the trade. One of my previous employers had 35,000 plus hours, flew in the Air Transport Command, the hump in China, and early airline routes in South America. He had taught himself to fly in a primary glider, and operated an early FBO where they used Command Aire biplanes for instruction and charter work. One of the other guys who worked out of the operation was another early Wisconsin aviation pioneer and aviation businessman. He was a member of the Caterpillar Club, having bailed out of a Kinner powered States parasol after the wing had failed. These guys were pilots, and mechanics, who deserved my respect when the ink on my own tickets was still wet. They tended not to "toot their own horn" as my dad used to say, they remained quiet and avoided the spotlight and so their wisdom was often overlooked by younger or less experienced pilots and mechanics in the area. But...if they were approached by someone who sincerely sought out their input and help, these were the guys who would do whatever they could to help you.

To balance them out, there were the types that were like my first car; created a lot of noise but didn't really get anywhere. We used to have a fellow back home who had a single place Pitts Special. He had scared himself with the airplane, and so it never flew – but he had a colorful, embroidered Pitts jacket that he would wear around the airport, and everyone would learn that he was an expert in aerobatics - some of the other pilots referred to him Captain Midnight. Sometimes we see guys with fairly fresh tickets and a couple years of experience, but enough confidence for decades. Sadly, I have known too many pilots who have allowed this overconfidence to provide a route to an early death. It's unfortunate; they leave loved ones behind, create bad press, and usually manage to wreck a good airplane in the process. It seems these guys tend to soak up the spotlight.

Within the EAA membership, guys with 3 or 4 digits in their number can flaunt their seniority a bit, and these days 5 digits might even get the job done. At most it's recognition for longevity, nothing more. In and of itself membership seniority doesn't really get you much, doesn't really mean much – except that maybe you have a nice collection of magazines in the basement?

It does indicate you have had a long-standing interest, and because the benefits of membership seem to be primarily social, it does provide the opportunity to meet others with a similar interest. What you realize from that opportunity, how you benefit from it, is up to you.

The attitude of amateur built aviation has changed much over the past 50 years. Back in the day... homebuilders took pride in the ability to scrounge for parts and fabricate their aircraft from scratch. Today a lot of people seem too busy, or impatient, to make the commitment and so a "scratch built" is more of a novelty. Some builders are intently focused on their one end goal, to finish the airplane. As we see, with all the commercial support that has developed, some builders don't actually build much of their own airplane. I always thought the objective of building your own airplane was for the experience – it's the journey, not just the destination - viewpoint.

Myself, I've attended the EAA Fly-In for 42 years (Terry has me beat, since she attended her first fly-in in 1954), and so I'm comfortable walking around on the flight line. On the field you see all types, not just airplanes but personalities as well, some trying to absorb more of that spot light while blowing their horn telling others to get out of the way – and others who quietly stand off to the side. It's a pleasant surprise when I meet individuals who have an extensive background in aviation, but you wouldn't know it unless you sought them out. This past Airventure I was privileged to learn about two such people. I'm referring to the Muxlow brothers, Wayne and Dan, who I wrote about in the September issue of *The Pylon*.

Now we have the FAA. There are some people within the organization that I admire greatly for their accomplishments. Some – I wonder how they got the job...? Some seem to forget that it is just that, a job. We are all on the same team. Fortunately for me, I have always had a good experience in my relations with the FAA, but I view it as a cooperative effort – I need them, and they need me (us). Over the last few decades the FAA has been doing a great job of recognizing individuals in the private sector who have been involved with aviation for the majority of their life. Each year at various events, such as the Mechanic Refresher program or even AirVenture, they will honor pilots and mechanics with 50+ years of experience, and who have been nominated by their peers. What a wonderful program! I want to point

out that our Chapter's own Doc Mosher, has been the recipient of both.

A few years ago I had given a young co-worker a ride in the Starduster. Afterwards, he was talking about the experience with some of my other co-workers when one of them blurted out – what do I have to do to get an airplane ride? Before I could say anything, my young passenger had replied "how about showing some interest"! I really couldn't add anything to that, as he pretty much summed it up in those few words. The other person never has gotten an airplane ride - now maybe if I picked him up at his house and drove him to the airport...?

I titled this section, gray hair and airplanes, but gray comes in many different shades, and age is not necessarily an indicator of experience.

For the "gray hairs" in our group – try to recognize the opportunity to help when approached by a potential or new member of the aviation community. Don't be afraid to be a mentor. If a teenager with strange hair or wardrobe preferences approaches you and asks about aviation – seize the opportunity – he/she is at least showing an interest. Please don't be critical, try to think about how you must have first appeared to your mentors (scary isn't it). If approached by an older person – don't assume that just because that person is older in age, that they have any actual relevant experience or knowledge. As potential mentors we tend to take for granted what we have learned – and we assume everyone else is at the same level.

For all of the newcomers to our group – don't be afraid so seek out others for their input. Hopefully that's one of the reasons you joined an organization like the Chapter. You don't have to follow their advice, but at least you can get their perspective. Show an Interest! Don't sit back waiting for someone to educate you. Be pro-active. Get out and visit some projects. Don't forget to LISTEN. Oft times those worth following are the ones who speak quietly.

I've enjoyed being your newsletter editor for these past two years. Thank you to all who have contributed stories and suggestions. See you at the meeting!

"Airplane people are dying off and being replaced by people who fly airplanes."

Kent VanGalder

## October 9<sup>th</sup> Chapter Meeting & Chili Bust



Our October gathering was held in Chapter President Wayne Daniels' hangar "7<sup>th</sup> Heaven". For a change, we had decent weather and a few airplanes were present on Wayne's ramp. Guest Kerry Fores (Sonex Aircraft) brought his Sonex over, to keep Wayne's own Sonex company (strength in numbers I guess). Bill Corely brought his Long-EZ, and I took the Starduster Too. Matt Essman got a ride in the Starduster, he has a Marquart Charger project and we're trying to keep that enthusiasm up!

I also had the opportunity to meet a couple of our new members, specifically Bill Corley and Nate Elder. You'll see information about them on page 2.

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



*Dennis Moehn brought his dad, Gerald.*



*Above photo courtesy of Steve Cukierski*



*Like many Chapter events, the chili bust provided an opportunity to visit with friends that have a common interest.*



*Matt Essman warms up with a bowl of chili before the Starduster ride.*



*Dorothy Chase and Betty Monnett – Dorothy is feeling much better after recent heart valve replacment.*

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**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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