

Oshkosh – Sport Aviation Capitol of the World Oshkosh – Sport Aviation Capitol of the World Oshkosh – Sport Aviation Capitol of the World Oshkosh – Sport

**Next Chapter
 252 Meeting**

**October 9th
 2:00 P.M.
 7th Heaven
 Hangar,
 Chili Bash &
 Chapter Meeting**

If able, bring a batch of your best chili to either dump into the pot with the rest – or leave as a stand alone.

Also - salads, deserts, or other accoutrements are always appreciated!

**2011 Dues
 Will Be Due
 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).

**October
 Chapter 252
 Meeting**

The October meeting will be held at Chapter President Wayne Daniels hangar. 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 more airplanes there this year!

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, "7th Heaven".

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.



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 9th, 2010 starting at 2:00pm

Please bring a batch of your favorite Chili. We can either "blend" everyone's chili 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.

New Chapter Officers For 2011

As Wayne has previously reported in his column, the standard two year term is expiring and officer elections will be held during the November meeting. Nominations for the elected officer positions will be discussed at the October meeting.

Elected positions are President, Vice

President, Secretary, and Treasurer.

All of the other officers, and three Chapter Board members are appointed by the President.

What follows here is a description (per the By-Laws) of the Chapter Elected Officers duties:

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

October 9th

Chapter meeting & Chili bust cook out at Wayne Daniels hangar
2:00 PM

November 11th

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

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>

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

Newsletter Corrections

In the September Newsletter story "The Muxlow Brothers, Aeromart Volunteers" I failed to note that the Monocouple, Extra 300, and Muxlow family photos were all provided courtesy of Wayne and Dan Muxlow.

**Chapter 252
Building Committee**

As mentioned in last month's newsletter, before the end of the year, the committee will present options for the Chapter members to consider. It is anticipated there will be three options to consider. Several members have stepped forward to be a part of this committee, and regular meetings will be held until the final presentation is completed.

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, and Gary Wilson. John Egan is the committee leader.

Members Projects

Becker – Elk Sonex Project

As anyone who has built or re-built an airplane knows, there are anticipated milestones that help signal the progress of the project. Last month Charlie Becker and Barry Elk ran their AeroVee/VW powered Sonex project for the first time. Other than a small oil leak around the oil pump, the guys reported that everything else went as expected. Congratulations! Charlie did want to acknowledge John Monnett for all of his help in helping the first run test come off successfully.



Photo courtesy of Charlie Becker, probably taken by Barry?

**Dorothy Chase
Recovering After Heart
Surgery**

At the Sept Corn Roast, Gene had reported that Dorothy had successfully undergone heart valve surgery and was recovering at home. Best wishes for a continued speedy recovery!

**Celebration of Flight
Banquet 2011**

The featured speaker has not been identified. If you have any reasonable suggestions, contact the event Chairperson.

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

Autumn Flights

By Janet Davidson

*Photos by Adam Smith
(unless otherwise indicated)*

Autumn – I think someone once said something along the lines of "season of mists & mellow fruitfulness", and for flyers, it usually means clear, cool, smooth flying days with breathtaking fall colours. It just sounds idyllic....

That is, unless you are planning a nice 700nm trip from Oshkosh to Gatineau airport on the north side of Ottawa, ON, in which case, it's a mushy, soggy, thunderstormy mess on both possible routes (south of Lake Michigan, via Gary, IN or north of the lake via Drummond Island) which is taking its own sweet time to blow through.

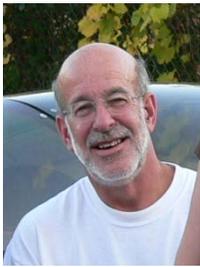
Oh well, that's just a continuation of this ever so slightly damp summer in Sloskosh, "under-the-water".... So we waited... Eventually the skies started to clear sufficiently for us to follow the lake shore route VFR past Chicago, picking up an IFR clearance from South Bend, IN. The weather wasn't quite moving as fast as we were, and we stopped in at 57D, Ray Community Airport, home to fellow Chapter member & Pioneer Airport volunteer pilot, Doug Conciatu. He very kindly hosted the C180 in a beautiful hangar, where it spent the night, and we stayed in his lovely, new condo.

Next morning, we set off for Gatineau, with the e-APIS filed and all the CANPASS boxes checked - Adam & I are both CANPASS approved. This originally involved some paperwork to sign us up, and it means that once we phone in advance, receive our clearance number, we can land at the airport of our choice rather than going to a customs approved airport in Canada; a clean, efficient and simple system. Flying in to Canada is definitely more straightforward than flying back in to the US, but more of that later.

We were flying to Gatineau for the first annual Wings Over Gatineau/Canadian EAA Convention/Fly-In. Adam was there with his work hat on, I was there as a volunteer and also because my sister lives close to Ottawa. Jennie our dog came along with us so she could go & play with her 3 Canadian dog "cousins"

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President's Message



By Wayne Daniels

Many thanks to all who came out to Munsil's for another great chapter corn roast. The weather was late summer perfect and once again Jim Casper roasted up some of the finest sweet corn to be found around the state! About 70 folks enjoyed the corn, some burgers with the fixin's, and plenty of dishes brought out by the participants. Thanks also to the Rainbow Aviation Light Sport Repairman course students that joined us for the evening!

Sept 11th although not the ideal flying day, saw another successful pancake breakfast with more than 250 breakfast's served. It's always a "best guess" when planning supplies for the breakfast, and a good problem to have is sending runners for additional pancake batter, eggs etc. While just a few aircraft were able to fly in, there was a terrific response from the drive-in crowd and it seems we are developing the reputation for a top notch breakfast. Additionally, our first attempt at an airport "open house" was considered a big success by all participants and plans are already underway for increased participation next year. Unfortunately Mother Nature forced cancellation of our Young Eagle flights and several youngsters were disappointed by that and were anxious to come back for our next YE event. Thanks again to John Egan for a great job of coordinating our pancake breakfast's, as well as "all of our volunteers" that make these events so successful!

October will bring the annual Chili Bash at the 7th Heaven hangar. Start perfecting your best chili recipe now. Additionally, October is the month for chapter leadership nominations. 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.



Chapter 252 Volunteers Keep Fly-In Traditions Alive

by John Egan

EAA Chapters have been hosting pancake breakfasts for many years providing the flying community with a happy destination to meet. In the past few years, our Chapter 252 has established two annual fly-in events per year, which local flyers can count on in April and September.

I want to thank our Chapter members and friends in hosting the recent September breakfast. It was a great success. When volunteering at the breakfast, you are helping to maintain the tradition and fun of a local fly-in, as well as helping to provide the opportunity for a young person to have their first flight in a recreational airplane. Over 25 people volunteered to cook, shuttle food, serve food, make coffee, park planes, clean tables, buy supplies, and manage the till, to serve our 250 guests. A



John Egan reviews fly-in preparations during the September meeting.

few of the volunteers were non-Chapter members, including a couple of stray EAAer's visiting from Texas and Michigan. Although the poor weather grounded Young Eagles, names and phone numbers were taken by our Young Eagle Coordinator Bret Steffen for a rain check.

Along with the Chapter's breakfast, the terminal building hosted an Open House where airport business residents set up displays depicting their business. The Open House serves to educate the local community about the benefits of the airport, including the types of businesses and jobs the airport helps to provide.

These breakfasts have financially

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Autumn Flights, from page 2.

on the 100 acre farm where they spend many happy hours terrorizing the critter population and eating the tasty morsels the horses leave behind. The airshow was a tribute to the 70th anniversary of the Battle of Britain, so the whole weekend was themed around that.

Gatineau is in Quebec, on the north side of Ottawa, in a very pretty location. The runway is about 5000 feet long, and in great condition. On the field is the Vintage Wings Museum of Canada, (www.vintagewings.ca) which was started by Michael Potter and has a great collection of aircraft, most in flying condition, though their Swordfish stayed in the hangar as it was being worked on. The hangar is beautiful with offices and the shop along one side, and a wood-lined roof over the top of the main hangar. There seems to be no shortage of hard-working volunteers, not surprisingly with such a rich aviation heritage, great collection and beautiful facility!



Fortunately, the weather cleared up for the whole weekend, though early morning fog on Saturday delayed arrivals somewhat.



The hardy campers, some of whom had flown all the way from Alberta, and volunteers dined on a fine breakfast on

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Saturday morning. My sister & I had signed up to volunteer as “Rosie the riveter”, dressed up in coveralls and a scarf, armed with bright red lipstick, (just like in the photos), and a bucket with “DONATIONS” written on it. There was no gate charge, so people were asked to make a donation. We were joined by two other “Rosies”, and had a fabulous fun, meeting & greeting people as they arrived, having our photos taken with some smartly dressed RCMP Mounties – a couple of “Dudley Do-Rights” and the “Rosie-the-Riveters” team.



The enthusiasm & excitement of the folks coming through the gate was fed by the rumble of the Merlins as the Canadian Warplane Heritage Lancaster flew overhead, arriving from its base in Hamilton, ON.



We had a perfect view of the flying display, which was excellent, with aircraft ranging from Harvards to an SU26, a Christen Eagle, Lancaster, Hurricane, Spitfire, a P40 (if you have a spare \$2000, you can buy a flight in that one!), Corsair, Lysander, an F86, and flown by Canadian astronaut, Chris Hadfield, a P51, and a Canso (Catalina) – and I know I haven't remembered all of them.



Photo by Peter Sifakis

EAA had a booth in one of the airport-owned hangars, where they were sharing information about the organization, whilst they were also busy organizing the dinner for Saturday evening.

When the air show finished for the day, there was about 1 hr to turn around the hangar – lay out the tables, and help the caterers get everything set up. In best EAA tradition, lots of people stepped in and helped, and everything was ready on schedule. Diners ranged from many of the Vintage Wings staff & volunteers, to EAA campers, to WWII veterans and everyone else in between. We were fortunate enough to meet some fascinating people, including Canada's first female CF18 pilot; Eveline Baker, 87 years young, and a former WWII radar operator; Canadian astronaut, Chris Hadfield, along with numerous other aviation enthusiasts. We ate some good food, and then were kept entertained by VWC pilot, Rob Erdos. When not flying vintage planes, Rob is also a test pilot from the National Research Council's Flight Research Laboratory in his day job, and is building an RV6 (90% done, 90% etc, etc...) in his spare time. He gave a fascinating presentation on the characteristics of the 3 main Battle of Britain aircraft – the Hurricane, Spitfire & ME109, all of which he has flown. With his knowledge & experience, Rob could have gone in to some pretty minute detail, but managed to keep his presentation both interesting & informative whilst keeping everyone entertained. My non-flying sister can now give anyone a run for their money on all three aeroplanes & their characteristics!

On Sunday we moved the C180 over to Rockcliffe Airport, right in the heart of Ottawa, where Canada's National Aviation & Space museum is based. There was a memorial service for the 70th anniversary of the Battle of Britain due to be held there, so we joined the audience and listened to all the speechifying and pipes bands playing.



The fly bys by the Lancaster, accompanied by the P40, P51, Corsair and the Hurricane (the Spitfire, with immaculate timing had succumbed to the vapors after the excitement of the previous day's air show and had retired to the hangar to recuperate) were great. They were followed by the military version of the B737, and two CF18s. Again, it was a beautiful day with perfect flying conditions. The museum at Rockcliffe is stunning. Well worth a visit, with a fascinating collection and just what you would hope for in a national museum.

Later that day, poor Adam had to depart with the airlines to LA for more EAA meetings. I moved the C180 to Carp Airport, and concentrated on enjoying the couple of days I got to spend with family and friends.

So, on to the return flight... The weather decided to co-operate and was considerably better than the outbound leg, which meant we (Jennie & I) came home via Drummond Island. Again, file the e-APIS online, phone the US CBP at Drummond Island to give them advance warning and an ETA, file a flight plan from Carp Airport to Drummond Island, and off we set. This is where it gets silly - despite America being one of the most, if not the most, technically advanced countries in the world, the information filed on the e-APIS does not reach the guys at the border patrol office, so I have to go back over all of that on the phone, and again when I meet with them upon arrival. I know since first introducing it, the USCBP have made some modifications to the e-APIS system, but there is definitely room for more improvements.

The weather was stunning on the way home, especially over the Gore Bay/Manitoulin area. Breathtaking fall colours, incredibly clear air and beautiful views. Jennie slept in the back, exhausted by all the playing she had done, while I

Autumn Flights, from page 4.

enjoyed watching the scenery change underneath as we headed west.



Are we nearly there yet? Photo by Janet D.



Lake Huron in the afternoon sun. Photo by Janet Davidson



*Fall colours over the Canadian Shield
– not many landing options here!
Photo by Janet Davidson.*

As I came in to Drummond Island, the folks on the ground very kindly called up the customs office to let them know I was inbound. Two of them arrived shortly after I landed. As usual, one circled the aeroplane with a Geiger counter, while the other one went through my paperwork and asked questions. I always wonder what would happen if the Geiger counter reacted? The Nanchang I used to own would have set it off, I'm pretty sure. Would they have refused to let us stay in the country? Luckily the whole Geiger

counter check started after I had sold the plane otherwise things might have got a bit interesting as we used to fly to Canada in that too.



*Drummond Island airport (KDRM),
in the middle of a golf course!
Photo by Janet Davidson.*

All-in-all we had a fabulous trip with about 12 hours of flight time. EAA Canada ran what seemed to me to be a very successful and fun event; both border crossings were hassle-free and everyone made it back home safe and sound. I know I am really looking forward to next year – the weekend is definitely a “must go” in my calendar!

Anyone else interested in making it a chapter fly out? Passport, tents and Geiger-counter-friendly aeroplanes at the ready!



Photo courtesy of Janet Davidson.

have the care and custody of all it's funds, securities, evidences of indebtedness and other personal property and deposit the same in accordance with the instructions of the Board of Directors; (2) receive and give receipts and acquittances for moneys paid in on account of the corporation, and payout of the funds on hand all bills, payrolls, and other just debts of the corporation of whatever nature upon maturity; (3) Unless there is a controller, be the principal accounting officer of the corporation and as such prescribe and maintain the methods and systems of accounting to be followed, keep complete books and records of account, prepare and file all local, state and federal tax returns and related documents, prescribe and maintain an adequate system of internal audit, and prepare and furnish to the President and the Board of Directors statements of account showing the financial position of the corporation and the results of its operations; (4) monitor compliance with all requirements imposed on the corporation as a tax-exempt organization ... all things financial.

Chapter Officers, from Page 1.

President –

The President shall be the chief executive officer of the organization and the Board of Directors. The President may call any special meeting of the Board of Directors, and shall have, subject to the advice and consent of the Directors, general charge of the business of the Chapter. The President shall execute, with the Secretary, all contracts and instruments, which have approved by the Board of Directors. In case of absence or disability of the Treasurer, the President may execute checks for the expenditures authorized by the Board of Directors.

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 proceedings of the members and the Board of Directors in books provided for that purpose. The Secretary shall attend to the giving and serving of notices of all meetings of the members and of the Board of Directors. The Secretary shall keep a proper membership roll showing the name of each member of the organization. The Secretary shall keep a book of Bylaws, and such other books and papers as the Board of Directors may direct. The Secretary shall execute with the President, in the name of the organization, all contracts and instruments, which have first been approved by the Board of Directors. The Secretary shall perform such duties connected with the operation of the organization as directed by the President, with the advice and consent of the Board of Directors.

Treasurer –

The Treasurer shall be (1) the chief financial officer of the corporation and



As with any of our events involving food (?) attendance was good, with about 70 members and guests present.

September 9th Chapter Meeting & Corn Roast

The Chapter had a great turn out of members and guests at Munsil William's ELO Airport.

Thanks to Jim Casper for bringing the sweet corn and beverages. The Chapter provided the brats and many people contributed deserts and other dishes. Most of all thank you, again, to Munsil for allowing the Chapter to use his place.

Chapter President Wayne Daniels conducted a meeting, with updates provided on the September fly-in by John Egan. Brett Stefen also addressed the group regarding the need for Young Eagles pilots and their aircraft.



Gene Chase speaking airplane with one of our newer members, Erin Brueggen.



Young Eagles Coordinator Brett Steffen reviews the Chapter YE activities while Wayne Daniels and John Egan stand by.

Fly-In Traditions, continued from page 3.

supported all of our recent cookware purchases, such as Nesco roasters, coffee urns, the big grill, electric frying pans, and coolers, making the Chapter self sufficient regarding these items. All our cooking equipment is neatly stored in Janet Davidson and Adam Smith's hanger located on the airport North side, and we thank them for providing this needed space.

Let's look forward to our April 2011 pancake breakfast where we will celebrate Steve Wittman's birthday. If anyone is interested in becoming more involved in the organizational aspects of a breakfast, or has ideas to make the event even better, please contact a Chapter officer or myself. Areas of increasing responsibility for the event include advertising, food purchasing, and equipment retrieval from the hangar. Thank you all.



Chapter members pitch-in to help.



The final countdown, and we're almost ready!





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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