

THE PYLON



THE OFFICIAL NEWSLETTER OF EAA CHAPTER 252 OSHKOSH WISCONSIN
STEVE WITTMAN CHAPTER

President's Report— Carrie Forster



Like many of you, I am looking forward to spring. The winter has been pretty mild yet has not been conducive to much flying. I have really appreciated the recent blue sky days – although I wasn't able to take advantage of flying weather, they did at least brighten my mood.

Preparations are underway for our spring pancake breakfast. We'll be looking for volunteers for both the breakfast and the Young Eagle Rally, so check your calendars for Saturday, April 18. Come join us for a morning of community outreach. This event is always energizing and a good fundraiser for our chapter.

I was saddened to hear about the passing of member Jay Puestohl. I didn't know Jay well, but I do know that he had a long history with our chapter and counted many close friends among our members. He was a fixture at Munsil's Saturday gatherings. I knew him as someone I could count on to help out behind the scenes for events, like our annual corn roast and pancake breakfasts. Jay will be sorely missed.

The board has resumed discussions about the possibility of hangar expansion. We are currently focusing on what our needs are that can't currently be met with our current configuration (running water and indoor bathroom being a chief concern) as we strive to both continue and expand programming for members and the community. Looking at function will help drive decision making so we can look at options and budget. One factor that will be significant is needing someone to spearhead the project once we decide to move forward. If you have interest in helping out with the chapter expansion, feel free to attend a board meeting or reach out to me at aaa252@gmail.com. Our February board meeting has been moved to March 5 and will take place at 6:00 pm in the leadership classroom at EAA.

March Chapter Gathering Speaker: Levi Eastlick, Chief Pilot WI DOT

March Chapter Gathering on Thursday, March 12: Levi Eastlick, Chief Pilot with the WI DOT Bureau of Aeronautics, will present on: Who is the Bureau of Aeronautics and What Do We Do? Levi will be joined by his section chief, Scott Brummond.



Save the date!

March 12: Chapter Gathering at the Chapter 252 hangar. Doors open at 6PM for meal and hangar flying. Meeting at 7 PM. Members, prospective members, and guests welcome!

April 18: Spring Pancake Breakfast and Young Eagle Rally. Fly-in or drive-in for a great pancake breakfast. Breakfast is served from 7:30 - 11:00 am. Cost is \$7.00 for adults and \$3.00 for children. Young Eagle flights for youth age 8 - 17 (weather permitting) with parent permission are available from 9:00 - 11:00 am on first come, first served basis. You can preregister for Young Eagle flights at youngeaglesday.org.

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Takeoff Checks

“The moments before rotation are also the last opportunity you have to make sure everything is going to according to plan... and stop if it isn't.”

Jim Cunningham

You've done a thorough preflight, by the book. You've used your taxi and pre-takeoff checklists. If you're using a short, soft, runway you checked your performance tables to make sure your airplane will perform as needed (And if it's a hot humid day you've factored in density altitude, right?). Get your clearance, line, up, push the throttle forward, wait a bit, and off you go.

Hopefully yes... and probably. But the last moments before rotation are also the last opportunity you have to make sure everything is going to according to plan before leaving the ground... and stop if it isn't. Things get a lot more complicated if you notice something is wrong after your wheels/floats/skis are disconnected from the third planet orbiting the sun. Running through a few last checks on the takeoff roll for safety is a good, cheap, and easy insurance policy. What should you be looking for?

Runway verification: Does your compass/heading indicator show the runway number you were assigned? If not, maybe you just forgot to set your heading indicator... or maybe you're not on the correct runway. Anyone can make this mistake; experienced airline crews have made it; we can, too. While it's easier to make at an unfamiliar airport, especially one with runways of similar alignment (and at night), it can happen at home, too... that's where we are likely to be complacent.

Airspeed alive: Is the indicator working, and is it registering correctly? An airplane will fly just fine without one-- Steve Wittman hardly put them in any of his racers back in the day-- but it is a required item now and is really handy to have. If the needle's not moving on your takeoff roll, a rejected takeoff is the order of the day. One exception to this is not having enough room to stop on a short runway... don't pile the airplane up trying to

stop simply for this reason. Take it around the patch and land.

Engine gauges: Your runup went fine, but you probably didn't bring the engine to full power the way you do on your takeoff roll. Scan your gauges-- however many you have of whatever type-- one more time and make sure they are indicating what you are expecting them to. Pay special attention to RPM... is your engine developing takeoff power? If not... reject the takeoff.

Last but not least... know your rotation speed (Vr) and use it. I'm amazed when I give flight reviews that a few pilots don't know their V speeds and rotate when it "feels right" give or take 10 knots and then climb out at a pitch and speed that "looks good." Climbing out properly gets you to a better altitude in shorter time in the event of an engine problem and gives you more options for a safe emergency landing.

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



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Chapter 252 Wins Gold Level Recognition

Chapter 252 has received the Gold Level Award from EAA. This recognizes us for displaying “outstanding commitment to EAA by growing grassroots participation in aviation, as well as a desire to improve their chapter by using EAA-provided resources.” EAA uses ten criteria for evaluating chapters for recognition; only those that meet or exceed in nine of the ten qualify for Gold Level. We scored ten, making us one of the top chapters in the organization. As part of the award the chapter received a recognition banner which we will display in our facility. This is a reflection of the strong participation of all of our members and the high level of service you all provide. Thank you!



Chapter President Carrie Forster with our 2019 chapter Gold Level recognition banner

Chapter Members Visit Travel Air Restoration

Chapter members got a special treat after the February meeting-- an invitation to the hangar of chapter member Tracy Noack who just happens to be doing the fabric work on the restoration of EAA's 1929 Travel Air E-4000. Member Fred Stadler, a longtime pilot of the aircraft, was on hand to show visitors the construction date found on one of the ship's ailerons-- July 13, 1929!



ADS-B February Meeting Presentation

“There is serious concern about the Notice of Proposed Rulemaking on Remote Identification of Unmanned Aircraft Systems. This proposed rule would require nearly all Unmanned Aircraft Systems (UAS) to carry equipment that identifies the device and broadcasts its location. This would include traditional radio controlled and other model aircraft.”

For our February meeting EAA's Tom Charpentier and Joe Norris gave a great presentation on the current state and future of ADS-B's implementation and EAA's ongoing efforts to represent general aviation with FAA in that regard. Tom and Joe both reported that some in the FAA are surprised that many GA aircraft have not equipped with ADS-B out. There is a lack of understanding of where the system is required and that for most GA pilots they can easily avoid the few areas of airspace where it is. Tom provided an airspace map of Wisconsin as an example which clearly showed the few locations-- class C Airspace,

etc.-- where it is required. There is also a lack of understanding in FAA that adding ADS-B out to many older airplanes represents a significant investment in proportion to the value of the aircraft and offers little in return for pilots operating in airspace with very low traffic density. Tom and Joe also discussed efforts to resolve ongoing issues with aerobatic aircraft which can cause the ADS-B system to generate false error messages and solutions for "orphaned" S-LSA (not E-LSA) aircraft for which the manufacturer no longer exists... these airplanes require that any equipment added or replaced be approved by the manufac-

turer. Finally, Tom made a plea for members to comment on the Notice of Proposed Rulemaking on Remote Identification of Unmanned Aircraft Systems. This proposed rule would require nearly all Unmanned Aircraft Systems (UAS) to carry equipment that identifies the device and broadcasts its location. This would include traditional radio controlled and other model aircraft. In addition, it sets a precedent for any and all manned aircraft to be so equipped as well in the future. The comment period for this rule closed March 2. Thanks to Tom and Joe for taking the time to talk to the chapter.



The Wittman Chronicles: Beginnings

Jim Cunningham

Although Central Wisconsin is hardly flat, most people would hardly call it hilly. There is, nevertheless, enough elevation change south of Oshkosh to have created issues for the railroads of the late 19th century, and had the hills near Byron, Wisconsin, not been created when the glaciers passed through a hundred thousand years ago (give or take a few tens of thousands of years), sport aviation's history may have been very different.

The railroads were the nation's arteries in the late 19th and early 20th Centuries, and the Soo Line ran through Byron (and Oshkosh) connecting the industrial centers of Chicago, Milwaukee, and Green Bay. The capabilities of the locomotives of the day were limited when it came to climbing hills, and it was

inefficient to have extra ones on a train the entire length of its run when it was only needed in a few spots. Hence the "hill engine" that was based in areas with elevation changes to add extra power only where it was needed. The hill engine was attached to a train at the beginning of a rising stretch of track, helped pull it uphill, and then detached and returned to the lower elevation to wait for the next train. One such locomotive was based at the depot in Byron, population 45 at the close of the 1800s. The depot was managed by Martin Wittman, who lived in the primitive facility with his wife Mary Ann, who was from nearby LeRoy. Years later when asked why she married Martin, she replied "Well, in a town the size of LeRoy, Wisconsin, we didn't have automobiles, and we didn't get around very much; how many did you

have to choose from?" Martin's thoughts on the matter were apparently never documented.

The couple had five children. The last was born at 5 AM on Tuesday, April 4, 1904. His name was Sylvester Joseph Wittman, but few ever seemed to call him that. According to interviews and articles from his early years, he was often referred to as "Witty." Fellow pilot Bill Brennand who worked and raced with him, said, "His friends in the early days called him Witt or S.J. He was never called Steve. In later years that changed and everyone called him Steve, and nobody called him Witt."

There was at least one exception. In 2008 this author was introduced to Paul Poberzny by EAA's Adam Smith, who told Paul I was doing research on Wittman. "Ah," Paul smiled.

Steve Wittman learned many of his mechanical and engine skills from working on motorcycles, which he rode the way he would later fly airplanes— fast!



January 2020 Board Mtg Minutes

Thursday, January 23, 2020 at 6:00 p.m.

EAA HQ - Leadership Classroom

Attending: Carrie Forster (President), John Forster, Fred Stadler (Treasurer), Serena Kamps, Jakob Brouillette (Board Member), Dennis Moehn (Board Member), Jim Casper (Board Member), Charlie Becker (Past President), Jim Cunningham, David Leiting (Vice President), Doug Milius (Membership), Wayne Daniels (Board Member)

Old Business:

Ray Aviation Scholarship - Serena

Applicants

Julia Juedes

Lucas Pulvermacher

No information whether the chapter has been awarded a scholarship yet.

Proceed to interviewing the candidates should we be awarded the scholarship

Carrie, Serena and Jim C will do the interviews

Pancake Breakfast/YE Rally in April

Jerry Pulmacher and Joe Somlinger are going to co-chair the breakfast, shadowing David to learn the ropes

John Forster to coordinate Y-E pilots

Other Events

Flying Start

Interested in repeating in May on the 16th which is EAA Learn to Fly Day

EAA will provide marketing materials

Chapter will provide refreshments/lunch

Flying Hamburger Social

Carrie motioned to hold on June 2, Jakob second, passed by all

David will contact the coordinators

RC Youth Build Fly program

The kit is in the hangar

Need to determine next steps and timing by the chairs of the project

Proposed Donation to C.A.P.

Should we be doing more on our own before giving money to

Motion made to table until a decision made on hangar by Wayne, Second by Kurt, Motion withdrawn by Wayne.

Motion made by Doug to donate one time \$200 to CAP, Charlie seconded, motion carried by all.

Lunches for Sport Air Workshop in January

All setup for this weekend and the crew has volunteered to sell and serve lunch.

Hangar Expansion Discussion

Current Use

Monthly gathering

Rent space for aircraft

Flying Start

Rental during AV

Pancake breakfast storage

Buster project

Future Use

RC Youth build

Additional YE rallies

Pancake breakfast if terminal doesn't work

Build an aircraft

Chapter flying club - aircraft storage

Youth education/outreach

Youth aviation workshops (day camp model)

Chapter tool crib for checkout

Hands on demos and training

What we need/want from a hangar

More ramp space

Restrooms (2)

Running water and sink

Food prep and serving area

Better storage for tools (crib)

Better storage for supplies

Things we must keep

At least the current size

Through the fence access

Parking

Other:

IMC Gathering

Discussed that though the chapter was listed as a sponsor, we had virtually no prior knowledge of this status. Will need to better coordinate in the future.

2020 Chapter Gatherings	Topic/Presenter	Food/Person responsible
Thursday, February 13	ADS-B Updates with Tom Charpentier	pizza
Thursday, March 12	Levi Eastlick, WI DOT	
Thursday, April 9	Joe Scheibinger, pre FAA inspection inspection for his Zenith project	
Saturday, April 18	Pancake Breakfast/YE Rally	
Thursday, May 14		
Thursday, June 11		
Thursday, July 9		
Thursday, August 13		
Thursday, September 10	Annual Corn Roast	Munsil's Farm/Airstrip
Saturday, September 12	Pancake Breakfast/YE Rally	
Thursday, October 8		
Thursday, November 12		
Thursday, December 10		

2020 Board Mtgs	Location	Confirm Date?
January 23	EAA leadership classroom	
March 5 th	EAA leadership classroom	Carrie can't make 2/26 change to 3/5
March 26	EAA leadership classroom	
April 23	Chapter Hangar	
May 28	Chapter Hangar	
June 25	Chapter Hangar	
July 23	Chapter Hangar	AirVenture - no board meeting
August 27	Chapter Hangar	
September 24	Chapter Hangar	
October 22	Chapter Hangar	
November 26	EAA leadership classroom	Thanksgiving - change date
December 24	EAA leadership classroom	Christmas Eve - change date

EAA Chapter 252 Directory

Chapter 252 Hangar

817 W 20th Ave Oshkosh, Wisconsin 54902

Find Us Online!

www.eaa252.org

www.facebook.com/EAA252

Join the 252 Family!

Annual Membership (Calendar Year) Dues are \$20 (\$10 for partial year, July - December). Student Memberships are \$10. Dues in the amount of \$20 can be given to Doug Milius or mailed to him at:

**Doug Milius
1305 Maricopa Dr.
Oshkosh, WI 54904**

The Pylon is the monthly newsletter of EAA Ch. 252 and is published monthly. Digital copies are emailed to each chapter member. Hard copies are mailed upon request to those without email access. Current and past copies can be accessed from the chapter website at www.252.eaachapter.org. If you have submissions for the newsletter, please send to editor Jim Cunningham no later than the 20th of each month preceding the issue month at jlcunni6@yahoo.com. Submissions received after the 20th will be included at the editor's discretion in the next month or held for a future publication.

Submissions in either Word or similar format, and photos in .jpg format are appreciated.

Chapter Officers & Board of Directors

**President: Carrie Forster
920-540-6432
forster@new.rr.com**

**Vice-President: David Leiting, Jr.
262-914-4278
davidleiting47@hotmail.com**

**Secretary: Kurt Weina
920-685-0219
kurt.weina@gmail.com**

**Treasurer: Fred Stadler
920-303-5582
stadler@att.net**

**Past-President: Charlie Becker
920-573-3381
sonex450@gmail.com**

**Board Member: Wayne Daniels
920-410-0107
wedan444@sbcglobal.net**

**Chapter Historian & Board Member:
Jim Casper
920-460-0858
jiminoshkosh@gmail.com**

**Board Member Emeritus:
John Schram
414-405-6524**

**Membership: Doug Milius
920-205-3349
drmilius@sbcglobal.net**

**Young Eagle Coordinator:
John Forster
ea252ye@gmail.com.**

**Young Eagle Coordinator:
Serena Kamps
av8rharpist@gmail.com**

**Newsletter Editor:
Jim Cunningham
jlcunni6@yahoo.com**

Wittman Airport - Oshkosh

Fly-In Drive-In

Aircraft on Display!

-S.J. Wittman Birthday Celebration-

Pancake Breakfast

April 18, 2020

7:30 – 11:00 A.M.

**Wittman Airport Terminal
20th Ave. Oshkosh, WI**

**Sausage, Scrambled Eggs,
Milk, Juice, Coffee, and all
you can eat Pancakes!**



Adults \$7.00*
Children under 10, \$3.00

* Free for pilots of homebuilt
aircraft who fly in.



FREE AIRPLANE RIDES!
(EAA Young Eagles)
For kids ages 8 – 17
with parent permission &

Weather permitting.
9:00 to 11:00 A.M.

Register at:
<http://youngeaglesday.org/>



Hosted by EAA Chapter 252 and Wittman Regional Airport

Visit our web site at: www.252.eaachapter.org
or contact us through e-mail at: EAA252@gmail.com