

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

President's Report— Carrie Forster

Not much has changed since our last issue of the Pylon. The Safer at Home is still in effect and, like many of you, I'm anxious to be able to see people and get out more.



I've adjusted more to life at home. I'm thankful that technology enables me to continue teaching, but I miss the personal, daily interaction with my students.

In person events are cancelled through May 26. This month we will hold a virtual chapter gathering. This event will take place on our usual night - Thursday, May 14. We will email out the information for logging on to GoToMeeting. We'll start the meeting, "open the doors," so to speak, at about 6:15. That will give members a chance to

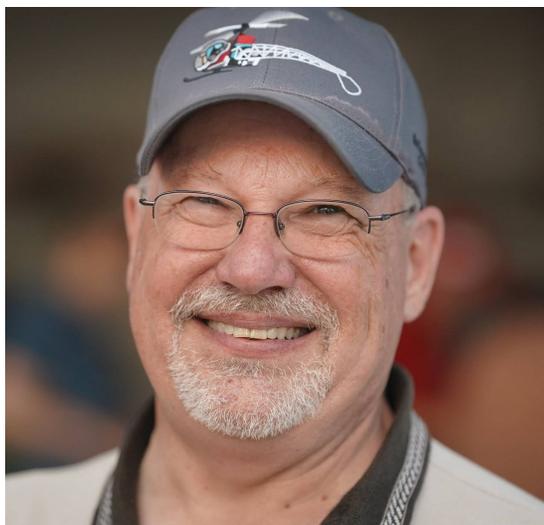
talk informally. We will have a presentation at 7:00 p.m. Joe Norris, an FAA Designated Airworthiness Representative, will brief us on Amateur Aircraft inspection.

The board held a virtual meeting last week using GoToMeeting. It worked well, and we're excited to try it out for our chapter gathering. This is a new platform and a new way of meeting for many of us, so please be patient. I think it will be worth it to be able to connect with one another.

I hope all of you are well, and that many of you will join us for our virtual meeting this month.

May Chapter Gathering: ONLINE!

May Virtual Chapter Gathering on Thursday, May 14: We will be having an online virtual gathering in May! Information will be forthcoming to chapter members via email about how to connect. Our guest speaker will be Chapter 252's own Joe Norris, who among his many hats is a Designated Airworthiness Representative. Joe will present on Amateur Aircraft Inspections. As for food... you'll have to supply your own this month, sorry...



Save the date!

May 14: Virtual Chapter Gathering.

Information on how to connect online and participate via GoToMeeting will be sent to chapter members soon.

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Chapter 252 Ray Scholar Announced



Serena Kamps EAA

Chapter 252's Ray Scholarship Committee is thrilled to announce Lucas Pulvermacher as the recipient of our Ray Aviation Scholarship for 2020! He and his dad, Jerry, are certainly no strangers to the chapter. They joined just prior to AirVenture 2019 and quickly became active volunteers as they helped with the pancake breakfast we hosted during AirVenture and again with our September one. Lucas' fascination with aviation began in 2009 with his first visit to AirVenture. He hasn't missed a year since. Last August, Lucas was able to

have a Young Eagles flight with John Forster which further solidified his desire to become a pilot. A couple months later, he began flight training with Eric Abraham which he has been enjoying even while balancing it with school and study for his knowledge test. After completing his Private Pilots License, Lucas plans to attend an aviation school to obtain additional ratings with the goal of becoming an airline, cargo, or corporate pilot. We are delighted to be able to assist in bring him one step closer to his dream! Congratulations, Lucas!

General Aviation Coronavirus Information

With the Coronavirus situation continuing to evolve-- sometimes rapidly-- it can be difficult to know what is currently allowed re general aviation. Permitted activities vary from state to state, and in some instances even airport to airport. While most airports currently have no significant restrictions, others are closed to traffic completely except for approved medical flights, etc. Operating hours of some ATC services are being scaled back by the FAA, events are being postponed, canceled, or moved online. Provisions have been made for extensions and/or adjustments for various certification requirements and other regulations. This, too, is a work in progress and is evolving. If you need to check on the status of federal regulation changes or exceptions, what type of flying is allowed in particular state, etc. AOPA has set up a section of its web site with information of this type. It is updated constantly.

<https://aopa.org/news-and-media/all-news/2020/march/16/latest-news-coronavirus-impact-on-ga>

Wisconsin-specific information is available at:

<https://pic.aopa.org/blogs/70/90>

Project Reports Wanted!

With our in-person chapter gatherings on hold for now, we are missing out on member project reports and updates. If you have an update on your project to share please send it to your friendly newsletter editor at jlcunni6@yahoo.com.

Speaking of which, your editor, who moved here in January, is finally able to start unpacking his garage workshop a bit and prepare to work on his Sonex project now that it's above zero. The neighbors are confused, which is surprising since, well, this is Oshkosh!



Chapter 252 Member News

- From Fred Stadler: Congratulations to chapter member Terry Rushing, whose A&P mechanic certificate was recently upgraded by FAA to include Inspection Authorization. Terry is an active pilot, mechanic, and missionary for the Wings as Eagles ministry, which has a hangar close to the Chapter 252 hangar and operates aircraft on Christian missions throughout the world.
- We wish the best to long-time chapter member George Donaldson who let us know that he has been battling some health issues recently. We hope the George is on the mend and will be able to join us for meetings once they resume.

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



Courtesy of Mike and Stephan at <https://www.chickenwingscomics.com/>

“Our flight hours are going to drop off for the duration of this crisis. With disuse comes a loss of proficiency and skill. So when we do get to make the occasional local flight, why not put it to good use other than running the engine for an hour or so?”

**Jim Cunningham
CFII**

Flying to exotic destinations for a \$100 hamburger and meeting up with friends is unfortunately probably out of the picture for a while, and our flight hours are going to drop off for the duration of this crisis. With disuse comes a loss of proficiency and skill. So when we do get to make the occasional local flight, why not put it to good use other than running the engine for an hour or so? Here are a few basics to work on (which, by the way, I tend to see less than ideal performance on during flight reviews):

1. Slow flight. Every flight begins and ends with slow flight. Accidents are more frequent in takeoff and landing, and reasonable proficiency is required to prevent becoming a statistic, especially in windy conditions. Practice of slow flight at altitude will help you get ready for being jostled around on final and especially in the flare, when prompt, appropriate control inputs are required. You don't need to hit the certification standards when you're practicing, but why not shoot for them? Airspeed plus or minus 10 knots, heading plus or minus ten degrees, and altitude plus or minus a hundred feet.

2. Steep turns. Steep turns are done at 45 degrees of bank for the private, 60 for the commercial rating. Maintaining altitude and proper bank angle (and

Maintaining Proficiency

don't forget to mind your airspeed, not to exceed Va) requires attention and prompt correction. While it shouldn't be necessary to fly these kinds of bank angles as a matter of routine, sometimes it may be necessary. Precision in this maneuver is also helpful in other aspects of aircraft control.

3. Stalls. Everyone's favorite. People often get nervous doing these on their flight review, saying, "The last time I did a stall was on my last flight review." Practicing stalls is useful for any number of reasons, not the least of which is being able to recover safely (and avoid a secondary stall) with minimal altitude loss (stalling in the traffic pattern doesn't allow much altitude to trade off for recovery). Practice also gives you firsthand experience with your airplane's warning signs that a stall is imminent. How close are you to a stall when your airplane's warning device activates? How much buffet is there before a stall, and how much advance warning does it give you? Are there any specific characteristics you need to be aware of (e.g. wing drop tendency) when your airplane stalls?

4. Pattern work. Whatever kind is best for you and your airplane. Some pilots feel comfortable with touch and gos, and some don't. Get in some crosswind takeoff and landing practice, but only what you are proficient with; wait until

you can fly with an instructor again before venturing out of your current proficiency zone. If nothing else, keep up your 90 day proficiency so that when the day comes and we all take to the skies again for breakfast, you'll be ready to take your favorite passengers with you.

If you can't fly and are stuck at home for now, EAA has a wealth of online proficiency programs, many of them available in online formats. For more information see <https://eaa.org/eaa/pilots/EAA-pilot-proficiency>

Tech Talk Recordings: <https://eaa.org/eaa/pilots/EAA-pilot-proficiency/proficiency-and-education-programs/EAA-Proficiency365-Tech-Talks>

EAA IMC Club: <https://eaa.org/eaa/pilots/EAA-pilot-proficiency/proficiency-and-education-programs/imc-club>

EAA VMC Club: <https://eaa.org/eaa/pilots/EAA-pilot-proficiency/proficiency-and-education-programs/vmc-club>

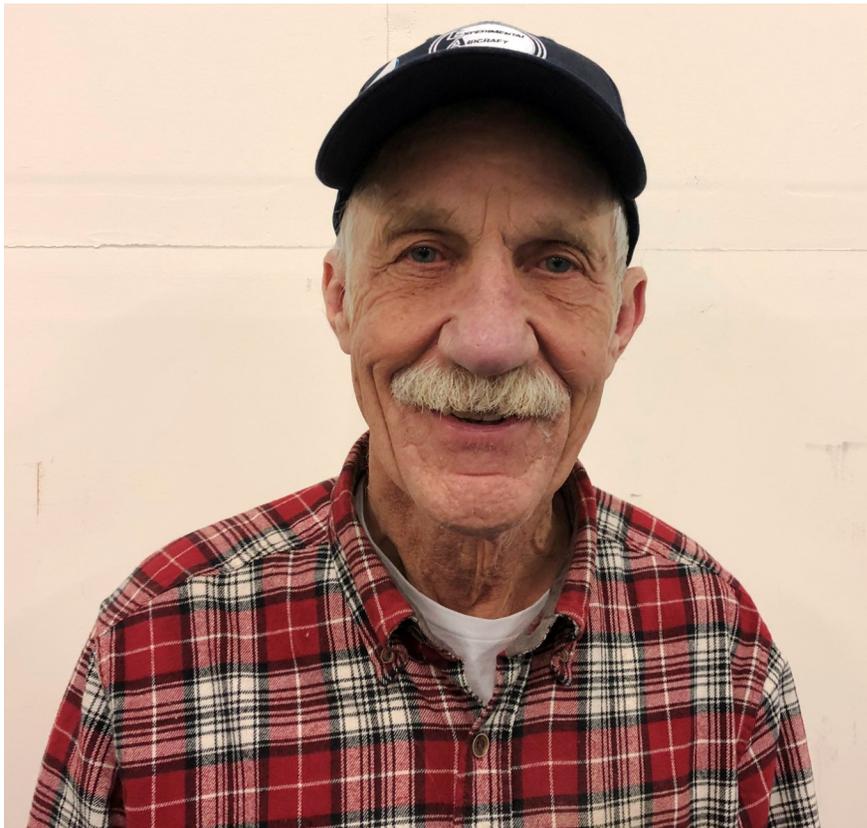
Member Profile: Fred Stadler

Anyone who flies into AirVenture uses the official NOTAM to do so... a document largely written and coordinated by Chapter 252's own Fred Stadler. That's only one of Fred's many accomplishments in a long career as an EAA volunteer.

Fred grew up in Illinois and his first real aviation experience was falling instead of flying because parachuting was much cheaper. As his income improved, Fred started taking flying lessons at what is now the Lansing airport south of Chicago, near Gary, Indiana, flying a Super-Cub. The flight school was based in the historic Ford TriMotor hangar.

Fred bought a Luscombe, moved to New York to begin a career with IBM, and finished his private pilot flight training. After a partial engine failure at night in a rented Cessna 172 over the Great Dismal Swamp, Fred and some friends decided an extra engine was a good idea and created a Cessna 310 partnership. One of the members was a CFI and immediately after receiving his multi-engine rating was legal to give the other members a few hours of dual and sign them off under the rules at the time, which Fred notes now were not the safest.

Moving to Texas years later, Fred was able to buy the 310 for himself and earned his A&P and IA ratings to do his own maintenance so he could afford the airplane. He also rationalized the



"If Fred's total of 8,000 Young Eagles flown isn't an EAA record it has to be close!"

cost by figuring the expenses associated with airline tickets for his wife and three children vs. the airplane, which at the time were pretty favorable. Over the years he commuted to Oshkosh to volunteer during convention and then later much of the year. Fred later bought a second residence here and, after retiring, moved here permanently.

Fred's favorite activities include flying Young Eagles and giving rides in EAA's vintage biplanes at Pioneer Airport. He considers flying Young Eagles, many of them who have never been off the ground in any kind of airplane, a privilege. Their reactions to the experiences of their first flight bring back the exhilaration of his own early flying. If Fred's total of 8,000 Young Eagles flown isn't an EAA record it has to be close! Fred has also given over 5,000 biplane rides at Pioneer Airport and says his

passengers are always ecstatic when they exit the airplane. How many airline pilots can say that about their passengers?

A CFI, Fred enjoys keeping up with all the developments in aviation, and is glad that he got to do most of his flying when it was more challenging. His 310 has no autopilot, and doing most of his flying IFR in the pre-GPS era made for some interesting situations.

"Every time I got issued a re-routing, my airplane ended up in an unusual attitude while I shuffled charts and approach plates," he said.

Fred is one of Chapter 252's most active members and serves as treasurer. If a chapter activity is being held, Fred will be there to support it.

Oshkosh Airport History Anecdote: Airport Dedication, October 1927

“The airport was dedicated with much fanfare on October 12, 1927. Hundreds of people showed up to hear numerous speeches and more likely to see the dozen airplanes— still a technological novelty at the time— passing through on a Wisconsin Air Tour.”

Jim Cunningham

In a time when the general aviation community is fighting to keep existing airports open, it is difficult to imagine a time when cities and towns were eager to build them.

Aviation was a novelty through most of the 1920s, populated mainly by reckless but spectacular barnstormers flying patched-together and worn-out WWI aircraft. There was no regulation to speak of. This included flight training— until the Air Act late in the decade, anyone could get in an airplane without any training and not only go fly, but also take passengers for hire and instruct others. This naturally generated accident rates that are unimaginable by today's standards and demonstrated the need for regulation for safety.

Then air mail service began, Lindbergh flew the Atlantic, and the likes of the Ford TriMotor appeared, generating interest and proving that safe, regular, freight and passenger service could be a reality. Suddenly aviation was the proverbial new big thing and communities became “air-minded,” each not wanting to be left out of the future.

Oshkosh community leaders pressed the city and county to build an airport, or what passed for an airport in the late 1920s-- a cleared field with grass “runways” perhaps 3,000 feet long and a single hangar/office. After being

turned down, they appealed to local financial leaders to fund the airport privately instead. While the exact form of what commercial aviation would become was uncertain and often exaggerated at the time, business leaders knew that an airport would be important one way or another for the city eventually and founded an airport corporation. The original field was established on what is now the north side of the airport on 20th Street.

The airport was dedicated with much fanfare on October 12, 1927. Hundreds of people showed up to hear numerous speeches and more likely to see the dozen airplanes— still a technological novelty at the time— passing through on a Wisconsin Air Tour. Oshkosh Vice Mayor George F. Oaks spoke and told the pilots “You are welcome not only on this days of days, but on any day. You are the pioneer commercial aviators to visiting Oshkosh, and we want you to feel at home to land here anytime.”

R. W. Lutz, one of Oshkosh's first aviators and President of Oshkosh Airport, Inc., invited anyone in the living in the area to visit the airport, “even though they held no stock” and that local residents should “consider the airport their airport.”

Stuart Auer, a Milwaukee businessman, said that although he wasn't a pilot he found aircraft to be the “quickest means of trans-

portation and ideally suited for his business. He also told people that to become “enthused” in aviation one must “complete a first ride.”

Perhaps the best news came from E. R. Quinn, president of the Royal Airways corporation, who predicted a good future for air travel in the Fox River Valley. Quinn noted the size of the crowd and informed them that Royal Airways was interested in serving communities where people wanted service, as Oshkosh seemed to. He arrived as a passenger in one of the company's aircraft, which was the only monoplane in the air tour group. He promised his corporation would be buying new planes the following year and hoped to make Oshkosh part of their route.

Sol Kingsbaker, President of the Chamber of Commerce, meanwhile, stated, “the drawback to aviation here previous to this time has always been the lack of an airport.”

A.H. Gruenwald, whose title was not given, told the crowd: “These young men tried to interest us in a movement to acquire a municipal airport, but we failed to back them largely because we did not sense the change which has come about almost overnight. They undauntedly organized their own company and have provided for us what we failed to provide for ourselves. Today we are here to celebrate their achievement.”

The Wittman Chronicles: Wittman's First Airplane Design—The Hardly Ableson

Jim Cunningham

Steve Wittman became an airplane homebuilder decades before EAA was founded in 1953 and later became linked to the town of Oshkosh. As a teenager tasked with looking after his older invalid brother while his mother ran the train depot at Byron, Wisconsin, Steve had extra time on his hands at home.

After studying everything he could find about aircraft design and talking to barnstormers, eventually Wittman decided that he wanted to design and build his own airplane. He obtained permission to use a dirt-floored, unheated room in the Soo railroad depot building his mother managed as a workshop.

The resulting ramshackle craft was powered by a two-cylinder Harley Davidson 12 HP motorcycle engine. Most of the wood used for the airframe was purchased in Green Bay, about 70 miles away; he used connections with the railroad to hitch rides on the freight trains to transport materials. He also

gathered up scrap wood and other discarded materials from the railroad shops.

Fabric covering purchased from a dry goods store in Fond du Lac was treated with regular varnish because dope was too expensive for the young homebuilder, and a one gallon tin can was used for a fuel tank for similar reasons. The need for extreme frugality also eliminated luxuries such as an airspeed indicator and compass.

With the airplane complete, Steve and some friends pulled it over to a farmer's field, and with no training whatsoever Wittman got his first taste of flying... sort of. The little craft was significantly underpowered and became airborne only briefly and only after launching off any bumps it hit while stumbling along the ground. The twin-cylinder motorcycle engine proved to be the main problem. "Those twins are awfully rough," Wittman remembered. "The big reason that I didn't fly it very much was that it shook so much that it scared me to fly it. I just felt the airplane would be torn apart with it."

Some of the flights ended with considerable side load on the light wheels used and resulted in the tires being pulled off the rims. Undaunted, the unshakable young Wittman simply reattached the tires and secured them with ordinary tape to prevent a reoccurrence of the problem. The last flight of the little airplane, which Wittman wittfully christened the "Hardly Ableson," ended with a nasty ground loop that folded the landing gear and gave Steve the idea that purchasing a fully-functional airplane designed and built by professionals was a more practical alternative for flying.

Wittman never made any plans or drawings of the airplane or took any photos of it; after its short life the design details lived on only in his memory. In the early 1990s EAA's Pat Packard worked with Wittman to develop plans for the Hardly Ableson based on Wittman's recollections. A display replica resulted and is on display in the Wittman Hangar of Pioneer Airport.

"After studying everything he could find about aircraft design and talking to barnstormers, eventually Wittman decided that he wanted to design and build his own airplane."



Pat Packard worked with Wittman to recreate the Hardly Ableson from memory. This non-flying replica is on display at Pioneer Airport at EAAA. Wittman had no drawings or photographs of the original from the early 1920s.

Buster Update

Mike Butler

Jim Cunningham asked if I would give an update on the Buster project that Jim Casper and I have been working on for the chapter.

Jim Casper and I had set up a schedule to work on the project Tuesday and Thursday mornings. This worked until we ran into our current pandemic. So we put off that schedule until a later date. I have continued to work on Buster in between my restoration of a 1937 Ford. It has been working out pretty good. When I get frustrated with the car I can put a little time in on Buster.

Prior to the stoppage Jim was able to form the landing gear attach fittings and I tacked them in place. Thanks to Dave Broadfoot who traced the original landing gear on cardboard I was able to get Globe Manufacturing in Oshkosh to form the original landing gear shape. I don't consider myself to be real proficient at TIG welding, but I'm practicing, so we thought it best to have Charlie Becker to the finish welding on the plane. He is really good!

What we have accomplished, along with the landing gear, since we brought the plane to my house include forming the aileron and elevator controls, tack welding the rudder pedal attach fittings in place, forming and installing the turtle deck, tack welding the tubes for the floor, seat, side, and bottom stringers.

On the to-do list is installing the axles, square and plumb the fuselage so we can align the gear, build and fit the tail spring, tack attach fittings for the stabilizer, build the fixture for the engine mount, then build the mount. Once that is done we can start on forming the cowls. We have the complete outline for the project but we would like to have a core crankcase so we can mount it to the frame to help in forming the cowls. A case is nice as it is light enough for one person to manhandle unlike a complete engine. Anyone out there have a Continental crankcase? I have already started on the nose bowl but having a case installed will help with the forming.

Forming the engine mount will probably be the next difficult along with the nose bowl. I bet once these are done it should be smooth sailing. Jim and I are hoping by late fall we will have most of this done so we can move to the next stage which is the finish work.





April 2020 Board Mtg

Thursday, April 23, 2020 - 5:30 - 6:30 pm

Virtual Meeting - GoToMeeting

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

Old Business:

Ray Aviation Scholarship - Serena

Lucas Pulvermacher – working on finishing up his application

Should start on his ground school

Updates?

Virtual Chapter Gatherings during Safer at Home order

We think that we should certainly give it a try

We have Joe Noris schedule as speaker and we have the ability to give a presentation to all users on this format.

Setup a practice time so users unfamiliar with virtual meetings can try it out and get familiar with the service before the meeting.

Rescheduling events

Possibly reschedule Flying start to Sept or Oct

Just skip the Spring Pancake breakfast as this time.

Hamburger social may also be on hold in June, so TBD.

Next board meeting May 28

In person if allowed, if not, virtual again.

Other:

New website is up and running

Calendar events have been migrated to it.

Events can now be downloaded to individual calendars

2020 Chapter Gatherings	Topic/Presenter	Food/Person responsible
Thursday, March 12	Levi Eastlick, WI DOT	
Thursday, April 9	Joe Scheibinger, pre FAA inspection inspection for his Zenith project	
Saturday, April 18	CANCELED	
Thursday, May 14	Chapter Gathering — Online	
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?
March 26	EAA leadership classroom	CANCELED
April 23	Online	
May 28	TBD	
June 25	TBD	
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.

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