

FORWARD IN AVIATION

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Harold "Duffy" Gaier

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WAHF Mission Statement:

To collect and preserve the history of aviation in Wisconsin, recognize those who made that history, inform others of it, and promote aviation education to future generations.

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2004 Hall of Fame Banquet — Five Inducted at Annual Event

The Wisconsin Aviation Hall of Fame continued its fine tradition of honoring select individuals for their accomplishments in state aviation at its annual Investiture Ceremony and Banquet at the EAA AirVenture Museum in Oshkosh. Inducted on November 6 were Harold "Duffy" Gaier, Field Morey, Herbert Hardrath, Walter Lees and Paul Culver.

"Duffy" Gaier began his career in aviation on the sod runways of central Wisconsin near his hometown of Colby in 1966. In 1973, he settled at Neillsville where he helped develop the airport, gave flight instruction and served as the FBO. In 1986, Gaier was named the FBO and manager of the Marshfield Airport, doing business as Duffy's Aircraft Sales and Leasing. He continued to work for improvements at both Neillsville and Marshfield, including lighting, runway extensions, ramps and taxiways.

Along the way, Duffy acquired the Pilot Examiner rating. Duffy has conducted over 3,500 flight checks. He is known as aviation's best friend in central Wisconsin.

Field Morey was born into aviation. Field is the son of aviation pioneer and 1987 WAHF Inductee Howard Morey. Field is a long time flight instructor and former manager of the Morey Field airport. Field is internationally known as an aviation entrepreneur who launched a revolutionary flight-training program designed to give pilots a wide range of experience in weather, terrain and airspace. The *West Coast Adventures* training flights take two pilots on a weeklong trip from the Midwest to the West Coast and back. Morey has conducted over 250 such flights, with over 500 graduates. Field is also an FAA Pilot Examiner and has certified nearly 2,000 pilots. Both Morey and Gaier are recipients of the Wisconsin Bureau of Aeronautics Lifetime Achievement Award.

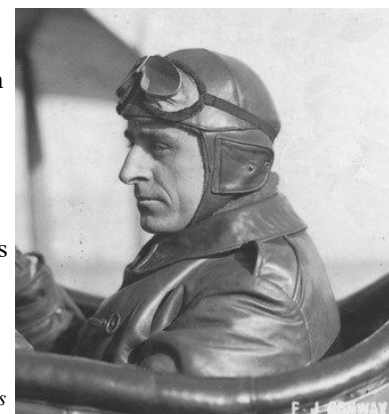
The late Herbert Hardrath was born in Manitowoc in 1922 and enlisted in the Navy for WWII. At war's end, he used his G-I benefits to obtain the education that enabled him to become one of America's foremost experts in the field of aircraft materials and structure fatigue. Hardrath began work with NASA in 1947 and remained until his retirement in 1980. He served as an accident consultant with the NTSB. Hardrath was also a consultant to the Scientific Advisory Board of the U.S. Air Force Ad Hoc Committee on Structures for the B-70, B-47, B-52, KC-135, C-130 and C-5 aircraft. (Continued on pg. 2)



Field Morey



Herbert Hardrath



Pioneer Inductee Walter Lees

President's Message

— By Rose Dorcey

"Are you kidding? I exclaimed, "Of course I'll go to California on your dime." That was my enthusiastic reply when asked by the editor of www.aero-news.net if I would be interested in covering the AOPA Expo in Long Beach, CA in October. Though my calendar was filling up fast, there was certainly room to add a four-day trip to warm, sunny California, especially to cover one of aviation's premiere events. There was much work to be done at the Expo — writing for a daily aviation Internet news source means daily deadlines. But there was also much to see, learn and enjoy. Seminars, news conferences by leaders in the aviation industry, aircraft displays, interesting people to meet. My husband, John, and I had a great time; we even ran into WAHF members Dave and Peggy Weiman, and Field, Rich and Sharon Morey.

Whether in California or Oshkosh, at home in Madison or anywhere on the road, John and I always learn so much from the people we meet through our association with the Wisconsin Aviation Hall of Fame. On November 3, we were delighted to be invited to the EAA AirVenture Museum to share our presentation, "Snapshots of Wisconsin Aviation History—Part 2." As is often the case, we learned as much as we shared. One gentleman from the large audience gave us a manuscript he recently wrote about an airport manager in southeastern Wisconsin. Other folks shared their research efforts of a WWI aviator from Manitowoc. Do you have stories to share about aviators from your neck of the woods? We would love to hear them.

Christmas and the New Year are around the corner; that means it's time to renew your membership in WAHF.



We sincerely hope you'll stay with us for another year. The Wisconsin Aviation Hall of Fame is rapidly growing, and we're working hard to offer new membership benefits. One of those new benefits is a coupon for free admission to the Deke Slayton Memorial Space and Bike Museum in Sparta, Wisconsin. The WAHF Board of Directors are looking into other membership benefits that we hope to announce soon. Please stay with us; your support is vital in order to continue the programs and goals we have established.

We had a wonderful banquet on November 6 in Oshkosh. Congratulations to our 2004 inductees and to our scholarship recipient. If you missed the banquet, you'll see several photos and articles in this issue to keep you up-to-date, but please plan to attend in 2005. This event improves each year, and your attendance will make it even better!

The event would not have been such a success without the help of several members and friends. Several stepped forward to help, as you'll soon read. WAHF members and board members coordinated all the event details through meetings, e-mail, snail mail, and several phone calls from one end of the state to the other to put on another fine event. I salute you all.

As we look forward to 2005, the Wisconsin Aviation Hall of Fame will celebrate its 20th birthday! Watch for more details.

2004 Banquet, continued

Hardrath also contributed to the manned space program. His work merited the NASA Apollo Achievement Award, granted "in appreciation of dedicated service to the nation as a member of the team which has advanced the nation's capabilities in aeronautics and space... culminating in Apollo 11's successful achievement of man's first landing on the moon."

Eau Claire native Paul Culver began flying in 1916 and was awarded Expert Pilot's License No. 74 by the Aero Club of America. He was one of the first five pilots to volunteer for the Army Signal Corps, which evolved into the Army Air Service when the United States entered WWI in 1917. Being an experienced instructor, he was too valuable to



Pioneer Inductee Paul Culver

so the Army sent him to train aviators at Wright Field in Ohio and Ellington Field in Texas. In 1918, Culver was one of six top Army pilots chosen to inaugurate scheduled U.S. Air Mail Service. Culver left the Army and aviation to pursue a business career and raise a family, but he volunteered for duty as a naval aviator in WWII. He died in 1964.

Walter Lees was born in Janesville and



Five past inductees attended. From left, Archie Henkle-mann, Preston Wilbourne, Dick Knutson, Roy Shwery and Capt. Paul Cassiman. WAHF banquets are extra special

(continued on pg. 5)

2004 Banquet Memories

— Friends; Family Meet at WAHF Ceremony



WAHF Members and Silent Auction Donors Rich & Sharon Morey



Members Karen & Charley Stephenson



Pastor Ed Riddick led us in prayer.



Dave Duax was recognized for his years of service to WAHF. With board member Keith Glasshof.



Alice and Duffy Gaier



Our presenter, Michael Goc, with wife Barb



John Dorsey with '02 Inductee Dick Knutson and longtime member Jim Martin



Mr. and Mrs. Don Voland



Board Member Dave Greene with Jocelyn



1992 Inductee Roy Shwery with wife Lois



Author Bob Wylie with his wife, Grace



Capt. Paul Cassiman, Year 2000 Inductee

\$100 Cream Puffs???

— Scott's Pastry Shoppe Opens at Middleton Airport

Tired of the typical \$100 hamburger? Looking for a lunch that's fresh and new? Your wishes have come true... Scott's Pastry Shoppe has opened a new location at the recently updated Middleton/Morey Airport (C29). Your taste buds will thank you for stopping in soon.

Jackie Scott, President of the Scott's Pastry Shoppe Corporation, and her daughter, Dawn Wescott, Chief Financial Officer, took a few moments from their busy schedules to tell about their decision to open a third Madison-area location at the Middleton airport. Scott's Pastry Shoppe and their delectable treats are well known in the Madison area, having been a family-owned business for over 22-years.

"It was in the works to open another Middleton location over two years ago," said Westhoff. "This was totally an effort to get closer to our customers who live and work out here." Along about the same time, a group of Middleton pilots approached the family because they wanted the updated airport to be community-friendly, and to be able to offer food to the pilots who fly in.

"Over the years, almost everyone came to us, every time any shopping mall opened," Scott added. "We wanted to find a community-friendly location, and we've found it here at the Middleton Airport."

The mother-daughter team and their friendly staff offer an alternative to pilots who are ready for a change from a burger and fries. Freshly made croissant, sub, and six-grain bread sandwiches are available in a complete box lunch that includes salad, dessert and a fresh fruit garnish. Soups and hot sandwiches are available, along with hot breakfast sandwiches.

But do yourself a favor – save room for the delectable pastries and cream puffs. Scott's Pastry Shoppe advertises that they have Middleton's best cream puffs, and this author sampled one in an effort to guarantee truth-in-advertising. They are correct, it was the best cream puff I've ever tasted. What makes it so great? "It's the real cream that we use, just like at the State Fair," said Scott.



Dawn Westhoff and Jackie Scott, Scott's Pastry Shoppe

Scott also said that instead of promoting \$100 burgers; they're promoting \$100 birthday and other special order cakes. Mardi Gras King Cakes are also popular, as are other seasonal items like Christmas cookies. For something truly "special in the air," the friendly store manager, Gary Rosen, will carefully box your cakes and goodies to fly them safely with you to your family at home.

The new location has proved to be popular with Middleton-area residents and pilots alike. Employees of the Morey Airplane Company, just across the terminal hall from the Pastry Shoppe entrance, see the positive aspects of locating the business at the airport. "This is a great way

to get people, especially non-pilots, to the airport, to help them realize the positive effect an airport has on a community," he said. "People from the community who have never been to the airport are stopping out. I've heard great things about the store opening from pilots and non-pilots alike," said Al Barger, Chief of Maintenance and a Morey Company employee for over sixteen years. "It's also nice to have it here for our coffee breaks," he continued, "but it might not be good for my waistline."

Morey Airplane Company has a meeting room available to businesses and organizations. Having breakfast and lunch available on-site is a key ingredient to bringing people in for that purpose. Westhoff said the box lunch program is perfect for meetings being held at the airport. For breakfast meetings, donuts and coffee are just across the hall.

"It's convenient and very easy to arrange," she said.

The atmosphere is inviting, the people friendly, the food and pastries fresh and delicious, and you can watch airplanes take-off and land from your table. What more could a pilot ask for? Just don't drop in on a Monday, hours are Tuesday – Friday 7 – 6, Saturday 7 – 2, and Sunday 8 – 12. For more information take a look at their website at www.scottspastryshoppe.com or call Scott's Pastry Shoppe at 608-824-7333.



Morey Airplane Co. employees Dax Wanless and Al Barger enjoy a coffee and cream puff break.

Over \$2000 Raised for WAHF Scholarship — Thanks to Many, Scholarship Fund Grows

Thanks to the generosity of many businesses and individuals, the WAHF Carl Guell Memorial Scholarship Fund is growing. The second annual Silent Auction, held during the social hour at our annual Investiture Ceremony and Banquet, netted close to \$2100. The WAHF Board of Directors and Officers have many people to thank for the success of this fundraiser.

Tom and Jeanne Thomas, Bob and Carrol Kunkel, and LaFonda Jean Kinnaman stepped forward this year to oversee the details. Though it was the first year for all of them, these five energetic workers ran a fantastic event. The “fabulous five” worked well together and came up with several ideas that will improve future auctions. We salute Tom, Jeanne, Bob, Carrol and LaFonda for their efforts. The event would not have been the success that it was had they not volunteered their time and talents. Thank you!

There were many in attendance who bid on the merchandise, and to them we also owe a big thank you. The bids were generous and in some cases, quite competitive. Thanks to all who joined in the friendly bidding wars!

Without the businesses and corporations who so generously give their merchandise or services, there would be no Silent Auction. The Silent Auction committee urges our members and newsletter readers to *remember these businesses* when you are in need of their goods or services:

Midwest Airlines	Flightcom, Inc
Markquart Motors	Mega Foods
ASA	Skycom Avionics
Eagle Fuel Cells	Sporty's Pilot Shop
C-J's Trophies, Oshkosh	Heartland Aviation
Pat O'Malley's Jet Room	Kayser Auto, Madison
Basler Turbo Conversions	Beaver Aviation
LaSure's Cakes & Catering	Catura's Framing, Madison
H & M Distributing	Morey Airplane Company
www.aero-news.net	Acro-Sport, Inc
Deke Slayton Museum, Sparta	Midwest Flyer Magazine
Sam Lyons Art Studio	Historic Aviation
Madison Golf & Development	General Aviation News
Wells Fargo Bank	Mead & Hunt



Jeanne Thomas (left) and Carrol Kunkel handled the 2004 Silent Auction. With the Kunkel's, the Thomas's and LaFonda Jean Kinnaman overseeing the Silent Auction, it was a huge success!

We also want to thank the following businesses/individuals for their donations and other contributions:

EAA	Duane & Sandy Esse
Jocelyn Maxwell	Debra Winegarten, Author
Astronaut James Lovell	Spencer Lane, Author
Astronaut Dan Brandenstein	Jo Cooper, Author
Charles & Marion Marotske	Paul Poberezny
Michael O'Connor, Author	Jack Carpenter, Author

Currently, the Wisconsin Aviation Hall of Fame annually awards one, \$1000 scholarship to a student enrolled in an aviation degree program at one of Wisconsin's four technical colleges. It is our goal to award four scholarships annually, to a student enrolled at each school.

The Chippewa Valley Technical Foundation administers our scholarship fund. The Wisconsin Aviation Hall of Fame is coming close to endowing its first scholarship, that's why raising funds for the program is so important.

The WAHF Mission Statement reads, in part...“to promote aviation education to future generations.” We believe that by providing scholarships to our state's top aviation students, we are fostering the fine heritage our state's aviation pioneers set forth so many years ago. If you agree, please consider making a tax-deductible contribution to the WAHF Scholarship Fund. See the enclosed application/donation form.

Lees, continued from pg. 2

was raised in Mazomanie. He found his life's work watching a Curtiss pusher fly over Ashland in 1911. He was a mechanic/pilot with the Benoist Company, making his first flight in 1912.

He completed pilot training at the Curtiss Aviation School in San Diego, and then transferred to the Curtiss school in Newport News, Virginia, where he was certified in Flying Boats and JN-4's as Expert Aviator No. 79.

When the United States entered WWI, Lees immediately joined the Air Service. He became a flight instructor, and was one of Billy Mitchell's first flight instructors.

In 1931, Lees and Fred Brossy, flying a Packard diesel-powered Bellanca cabin plane, set a record for a non-refueled airplane flight of 84 hours and 32 minutes. The record held until 1986. Lees retired in 1946 after 35-years in aviation.

Cherish the Old, Appreciate the New

— Morey Airplane Co. has strong heritage

**Reprinted with permission of the Middleton Times-Tribune.
By Rose Dorcey**

It's a significant contrast from the old terminal building, with its bright walls, gleaming floors, plush furniture and modern fixtures. There's not a hint that this family-owned company has been doing business here for over six decades. If it weren't for the old weather-beaten wooden hangar a few hundred yards away with the words 'Morey Airplane Co.' painted on its side, you wouldn't know you're at the same place at all.

A contrast to the old, indeed, but once inside you'll find that not all has changed. Now in its third generation of family management, you'll find Rich Morey, his wife, Sharon, and a staff of twelve ready to greet you with a smile. Talk with them for a few moments, and you will also find that the memorabilia, the photographs, and the memories of the past sixty years have found a new home.

The Morey Airplane Company was founded by Rich's grandfather, Howard Morey, in 1942. When Howard's son, Field Pendleton Morey, was born, he rapidly got involved in the family business. The same is true of the company's current President, Rich Morey. Rich began his career there in 1974, working "on the line" – including duties such as cleaning, fueling and parking aircraft. Like his kindred before him, Rich loved aviation, so he concentrated on getting an aviation degree from Blackhawk Technical College in Janesville, Wisconsin, and becoming a commercial pilot and certified flight instructor.



Rich Morey in his new office, which shows touches of the past.

While the original terminal building is gone, it's nice to know that the family and nostalgia remain. Former students, some from as far back as four decades ago, have stopped in to see the new building, and inevitably, they begin to share their memories from the past. Here and there you'll find pieces of furniture from the old building, and the planked pine cabinets used by both his father and grandfather now line an entire wall in Rich's office. Once they get settled in, they plan to develop a historical display, utilizing images of the airport's history.

"Universally, our current customers and former students are very pleased," said Rich. "There is some nostalgia for the old place. We would have people visit our old building who went through our training program in the 40's or 50's, and they would come back and say how very little had changed. It was just like stepping back in their memories. We're going to miss that, but with the Airport Road expansion, there was no way to keep the building."

While the Morey's heritage is important, they are also excited about the future and the opportunities that come with change. They are pleased to offer a conference room to area business people and aviation groups, along with the convenience of catering by Scott's Pastry Shoppe, located across the terminal hall. The conference room is comfortably outfitted to hold up to 40 people. It is available to civic groups at no charge; a small fee is charged to businesses. Several non-aviation groups have already scheduled the room, along with several aviation groups, who will fly from throughout the state to hold meetings at a location centrally located to its members. For example, the Wisconsin Chapter of the 99's, a female pilot organization with members based throughout the state, held a meeting there last month.

Morey stresses that the airport caters to general aviation pilots, many who fly smaller, single engine aircraft. "A 4,000 foot runway like we have here accommodates the single engine planes and the lightest of business jets," he emphasized. "What the airport does offer is a nice facility for people who enjoy flying small planes, and for business people who use aviation as a tool. The airport improvements here make Middleton that much more attractive to businesses looking to locate in the city's business park."

The transformation of the old Morey Field to a modern airport facility, now called the Middleton Municipal/Morey Field Airport, didn't come without some controversy within the community. As the project nears completion, Morey makes clear that the improvements will have a positive impact on the community's economy. State and federal funds accounted for a large share of the substantial dollars needed to fund the airport improvements. The development of a TIF district also provides a means of paying for the airport's improvement projects.



Rich Morey in his sparkling new maintenance facility.



The old Morey Airplane Company hangar is scheduled to be demolished in Spring, 2005. Stop in soon to see this aviation landmark — it may be your last chance.

McCarthy Receives Scholarship — WAHF Awards \$1000 to BTC Student

Torran McCarthy, a student in the Airframe & Powerplant Mechanic program at Blackhawk Technical College in Janesville, Wisconsin, was recognized at the Wisconsin Aviation Hall of Fame Investiture Ceremony and Banquet in Oshkosh on November 6. McCarthy, 29, resides in Milton, Wisconsin. He said he was deeply honored to accept the \$1000 Carl Guell Memorial Scholarship.

McCarthy entered the US Navy in 1998 as an aviation electrician. Though he enjoyed his work, he wanted to broaden his knowledge and understanding of the aviation field, so he chose the A & P program at Blackhawk. His ultimate goal is to become an aeronautical engineer.

The hardworking student received high marks and kind words from his BTC instructors. Rick Theis said of McCarthy, "He is a highly motivated individual who not only completes required projects and assignments but takes on additional challenges as well." Fellow instructor James Stec said, "McCarthy is an exceptional student who brings a lot of real world experience into the classroom."

McCarthy is active in the Aviation Club at BTC; he holds the position of vice-president. He also hosts a study group in his home. While in the Navy, McCarthy spent time in the Honor Guard.

The Wisconsin Aviation Hall of Fame congratulates McCarthy and wishes him well in his aviation career. We hope to hear from him from time-to-time so that we can provide updates on his career.

If you know of an aviation student in one of Wisconsin's aviation degree programs, please encourage him or her to apply for the scholarship soon.



Torran McCarthy is congratulated by WAHF President Rose Dorcey upon

Morey Airplane Company, continued

The Middleton Area Development Corporation (MADC) owns and provided funding for the new terminal building. Morey leases the building from MADC, and through his rent payments, the building will be "paid for" within twenty years.

Being a full service fixed based operator, a term used in aviation circles to describe the services an airport-based business provides its customers, the Morey Airplane Company provides flight instruction, fuel sales, air charter services, and aircraft rental and maintenance. Morey's maintenance work is so highly reputed, that customers come long distances to Middleton to have mechanical work done, from as far as the eastern U.S. coast and Texas. The business also performs many "pre-buy" inspections of Cessna aircraft. Morey employs five flight instructors, several certified aviation mechanics, and office support staff. A seasoned pilot, Rich also serves as the Chief Pilot of their air charter division.

A facet of the business that has put the Morey Airplane Company on the national aviation map is the development of the West Coast Adventures training program. Eleven times a year, Rich Morey instructs pilots looking to gain an advanced pilot rating – the instrument rating. The program, established by his father, Field, over three decades ago, is widely acclaimed as an innovative approach to flight training. The Morey's take students on a training adventure through the Dakota's and several western states, then south to fly over the top of the Los Angeles International Airport, back east for an overnight in Sedona, AZ,

then on to Colorado, Nebraska and back to Wisconsin. Pilots from across the United States travel to Middleton to begin their seven-day odyssey. In October, the Morey family was at the Aircraft Owner and Pilots Association's AOPA Expo in Long Beach, California to market the program.

It's just another one of those things that is meaningful to Rich – taking part in a business facet established by his father over three decades ago. As he looks around at the building's bare walls, he talks excitedly, yet wistfully, about the past and the plans for the new building's future. "We've got a wealth of old pictures that we would like to have in the hallway that depict the airport in the 1940's, 50's, 60's and beyond. When they tear that old hangar down, there will be nothing left except the land. There will be nothing left of the old airport. All the runways and buildings, everything will be new. For people who haven't been here in a few years, nothing will be the same."

The buildings may be gone, but the family legacy, and the beneficial impressions the Morey family has made on the aviation industry in the community, in the State of Wisconsin, and across the nation, continues to live on.



The new terminal building at the recently upgraded Middleton Municipal Airport/Morey Field (C29) with Scott's Pastry Shoppe.

WAHF Member In the News!

— Greene Elected to NASAO Post

WAHF Board Member David Greene, Director of the WisDOT's Bureau of Aeronautics, has been appointed as Chair of NASAO — the National Association of State Aviation Officials. Greene has been an active member of the organization for over four years. In 2001, he was appointed as a regional director, overseeing activities in eight states. He held positions as the secretary, treasurer, and vice-chair in succeeding years. Greene was elected to serve as the 2005 association chair earlier this year. His term will run through September.

As chair of the national organization, Greene has several responsibilities, including overseeing the efforts of association members, and representing his counterparts and the association in Washington DC on Capitol Hill, meeting with key congressional delegations and with leading aviation associations and federal agencies to address the current and future needs of the aviation transportation system. Greene will also

provide guidance and oversight to the national youth aviation art contest program. In his role as chair, he must also remain keenly aware of congressional issues associated with the aviation industry relative to safety and security. Greene has been a board member of the Wisconsin Aviation Hall of Fame since 1994. Please join us in congratulating Dave in his new position on the NASAO board.



WAHF Member David Greene will address aviation transportation issue in his new role at NASAO.

WAHF Speakers On-the-Road

"Tea Time" at the Deke Slayton Museum

Rose Dorcey was the guest speaker in Sparta, Wisconsin for the Deke Slayton Memorial Space & Bike Museum's first *tea time* of the season, Bit of Wisconsin, on September 30, 2004. A member of the WAHF Speakers Bureau, Dorcey began her presentation to over 60 attendees by explaining the mission and goals of the Hall of Fame. She continued with aviation history of Wisconsin's earliest pilots, including Ruth Harman.

The Deke Slayton Memorial Space & Bike Museum hosts 4 -5 fundraising teas per year. All teas include educational programming plus taste-tempting varieties of teas and scrumptious menus of tea sandwiches and desserts. For more information on the tea times or museum, contact Kay Bender at 608-269-0033.

Member Invites WAHF to Rotary

New WAHF Member Pat Schuetz, Wisconsin Rapids, invited the WAHF Speakers Bureau to the Wisconsin Rapids Sunrise Rotary club on September 23. John and Rose Dorcey told the 50+ members in attendance of the important programs the

Wisconsin Aviation Hall of Fame supports. They also shared the story of Jack Vilas, the first pilot to cross Lake Michigan and the first person worldwide to use an airplane for Forest Fire patrol flights.

WAHF Speakers are available for aviation and non-aviation groups. To schedule a speaker or for more information, contact John Dorcey at 608-836-9840.



Photo courtesy of Kay Bender

Kay Bender with Rose.



John and Rose Dorcey with Pat Schuetz

Art Contest for Kids

Hurry! The deadline for the Wisconsin Department of Transportation's Bureau of Aeronautics annual Wisconsin Aviation Art Contest is coming to a close. January 10, 2005 is the deadline for submissions.

The theme of this year's art contest is "Create an Air Show Poster: More Than 100 Years of Human Flight." There are three age categories, 6-9 years, 10-13 and 14-17. Prizes will be awarded for first, second and third place winners.

The top three entries in each age group will go on to compete in a national competition. To view the artwork of past state, national and international winners, check these websites:

www.dot.wisconsin.gov/travel/air/art.htm
www.nasao.org/artcontest/art/htm
www.fai.org/education/contests/artists/indexx.html

For more information, contact Karen Valley at the Wisconsin Bureau of Aeronautics at 608-266-8166.

The Best Little Party At Oshkosh

— Chuck Swain's "Bier Garden" Draws All Sorts

This article originally appeared in the August 02, 2004 edition of www.aero-news.net. Reprinted with permission. By ANN Editor Pete Combs

At a wooded lot in Camp Scholler, adjacent to Oshkosh's Wittman Regional Airport, one of the 30,000 or so campers who come to AirVenture each year is Chuck Swain, owner of Beaver Aviation.

"I've been at Oshkosh since it was in Rockford (IL) in 1963," he told me during the big fly-in. "I have been in this campsite since 1970. If you look around, you'll find all kinds of bottle caps buried in the turf." He laughs contagiously. "We dig them up every once in awhile just to remind us 'that was a very good year.'"

In fact, this story actually centers on — beer. For Chuck, it's a religious experience.

"We take this very seriously," he said, beer in hand, surrounded by about a dozen friends. "We have the beer prayer." Really.

Beer has become the focus of Chuck's campsite here at Oshkosh. And you know how a lot of people will tell you 90-percent of life is "all in the presentation." Well, for Chuck Swain, the presentation is — well — kind of macabre.

"Well," he says, choosing his words carefully. That doesn't work, so he blurts it out, "it is, as you see, a casket."

That's right. A casket. You know, the long box you put dead people in.

"It has been modified somewhat," he hastens to add. "I packed lots of insulation in it. We had a pool liner put in it and a drain put in it.... The rest of it is absolutely stock."

What do you do with a somewhat

modified casket in the middle of a campground at AirVenture in Oshkosh? Why, you put beer in it, of course. To Chuck, that makes perfect sense.

"See, when a coffin's sitting on a stand, the stand is called a bier," (pronounced "beer") he said, in perfect earnestness. "The assembly of the stand and the coffin is also called a bier. I thought, how appropriate! I mean, you can't take things too seriously here. The whole object here is fun, right?"

Right.

"We've just had a ball with this thing."

This... coffin thing.

"We had a great time driving this up from Beaver Dam," he said. "It was in the back of my 'hillbilly hearse' (his Ford pick-up truck). I had a state patrolman follow me for five miles. He just shook his head and roared off."

Well, at least Chuck didn't get arrested. Good thing the trooper didn't know what was in the casket — er, cooler, eh?

The casket, which sits on a bier and is full of beer, is now so heavy that six people can't pick it up. Inside are all kinds of beers from all over the world. I was especially taken by a nice little pale ale from Chicago with a great finish. In any case, that's a lot of beer and, of course, it draws a lot of people to Chuck's campsite.

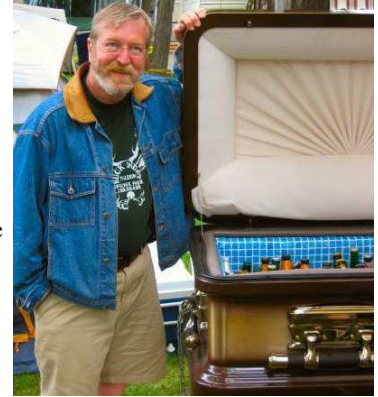
"Ever get any luminaries?" I asked.

Chuck laughed his infectious laugh. "Oh, jeez. I had the whole shuttle crew in a couple of years ago — Hoot Gibson and company. I dragged them all over here. They went through a whole week's beer in one night."

Oddly enough, no one seems to get wasted at Chuck's campsite. That would be sacrilegious.

Which brings to mind the fact that Chuck's beer ritual has become a rite of Oshkosh for his closest friends — and just about anyone else who wanders into his camp. Why, Chuck has actually made a religion of beer. He's even a minister in the Church of the Mighty Six Pack. While that may not be enough to get him a tax exemption, he CAN perform marriages in Canada (or so he says). And he has a prayer that he recites, along with his followers, at the end of a long summer's night of drinking and fellowship:

*Our lager, which art in barrels,
Hallowed be thy drink.
Thy will be drunk.
I will be drunk
At home as in the tavern.
Give us this day our foamy head
And forgive us our spillages,
As we forgive those who spill against us.
Lead us not into incarceration,
But deliver us from hangovers.
For thine is the beer, and the bitter, and the lager
Forever and ever.
Bar-men.*



WAHF Member and Supporter Chuck Swain with his custom-made beer cooler.



The Dorsey's check the stock in the much talked about cooler.

Aviator, inventor balanced passions

— Vredenburg Worked Tirelessly at Crites Field

By Dave Sheeley

From the Oct. 1, 2004, editions of the Milwaukee Journal Sentinel—reprinted with permission.

Waukesha - Hours before Arthur Vredenburg's memorial services on Thursday, his children gathered around dozens of photos and newspaper clippings, ticking off the many careers, inventions and organizations to which he devoted his time.

His son James pointed to a photo of a bronze statue Vredenburg helped raise money to create. The statue is of Dale and Dean Crites, Vredenburg's best friends who helped establish what is now Crites Field.

Roger Vredenburg talked about the days his father ran a Waukesha taxicab company, a bus depot, an upholstery and vinyl repair shop, and a Waukesha company that produced stainless steel equipment.

The eldest son, Donald, went into detail about his father's role as a manager overseeing the many women who built airplane parts at a Milwaukee factory in World War II. "That was just the tip of the iceberg," said Donald Vredenburg, alluding to other stories and accomplishments.

Arthur Vredenburg, of Waukesha, died Tuesday at Waukesha Memorial Hospital. He was 92. His children said the honest businessman volunteered tirelessly for decades to enhance Crites Field while still making time to volunteer in their Boy Scout activities and schools' parent-teacher associations.

"He was just a very vivacious person," his daughter Linda said.

For years, Arthur Vredenburg clipped articles on aviation, hoping to one day display them at the museum at Crites Field, Linda Vredenburg said. He was a former president of the Waukesha Aviation Club, instrumental in the museum's inception, she said.

"If he wasn't at home or at work, he was at the airport," James Vredenburg said.

His passion for aviation showed when he built a Drag-onfly aircraft and flew his Cessna 140 airplane, his children said.

As he lay in a hospital bed last week, Arthur Vredenburg couldn't say much when friends, family and aviation club members gathered around him, Linda Vredenburg said. But he asked those present to recount their first airplane ride.

Linda Vredenburg said she flew with her father and two brothers to Minnesota, where her father was born. "I remember being scared, but I went," she said.

The topic was a good one for him. "There's no way talking flying is going to make him worse," she said.

Before the memorial services at Ascension Lutheran Church in Waukesha, Donald Vredenburg held up a knotty walking stick his father carved when he broke his leg in the 1920s, an example of the many things he created in his life.



WAHF Member Arthur Vredenburg standing near the bronze bust of Dale and Dean Crites, on display at the Waukesha Airport/Crites Field. Vredenburg helped raise money for the creation of the bust and was instrumental in the creation of the Warren S. O'Brien Museum.

Photo submitted by Art's daughter, JoAnne Simon

At the Milwaukee factory, he invented parts for military airplanes. And according to a 1987 Milwaukee Sentinel article, he conceived a C-Thru Lock Shield, a small vinyl shield to prevent postal boxes from freezing.

Still inventing at 75

At age 75, the article says, he was still going strong as an inventor and entrepreneur.

"I always say, 'If you stop growing, stop thinking and working, you start to decay,'" he is quoted as saying in the article.

The stainless steel cross affixed to the steeple of First Baptist Church in Waukesha is another of his creations, built in 1959.

"He turned it into a piece of art," Donald Vredenburg said of the cross.

His other products include baptismal bowls and pew legs.

Arthur Vredenburg and his wife, Dorothy, used to dance to polka music at the Red Rooster Inn in the City of Pewaukee. The two celebrated their 70th wedding anniversary in April. Dorothy Vredenburg said: "I loved him, of course. I've been with him for over 70 years."

Survivors include his wife, Dorothy; sons Donald of Glendora, Calif., James of Covina, Calif., and Roger of Waukesha; and daughters, JoAnne Simon of Waukesha, Rhoda Prager of Waukesha and Linda of Waukesha.

2005 WAHF Renewals

— It's Time to Renew!

Just a reminder that 2005 renewals are due by January 1, 2005. Beginning January 1, membership dues will increase slightly, but the good news is that *anyone who renews before December 31, 2004 can do so at the lower, 2004 rate.*

While membership dues have increased slightly, so have your membership benefits! Your 2005 renewal now includes a free pass to the Deke Slayton Memorial Space and Bike Museum, Sparta, WI. Along with your quarterly news-magazine, Forward in Aviation, your annual Forward in Flight aviation history newsletter, an invitation to the annual awards ceremony and the opportunity to nominate qualified individuals for induction, you just can't go wrong by renewing today!

By now, you should have received your 2003-2004 Annual Report. The report highlights our accomplishments this past year. Membership is rapidly growing and research into our state's aviation heritage continues. Our Wisconsin Aviation History Display reached over 30,000 people; of these over 10,000 were students, many who were inspired to learn more about aviation,

past and present. Our third \$1000 scholarship was awarded last month. Speaker requests are rising. We owe much of our success to you, our valued members and supporters.

The board members of the Wisconsin Aviation Hall of Fame are working on securing additional membership benefits that we hope to announce soon.

Your support is vital in helping to further the organization's goals of preserving and sharing the aviation history of Wisconsin, and of honoring those worthy of induction. The organization survives and thrives by the input and support of our members statewide. As our membership grows, we become a more solid, more unified voice in the Wisconsin aviation industry. Please fill out the enclosed application and return today!

New, age-based life member rates are now available. This may be a good time for you to consider joining as a life member. A one-time life member fee will save you time and money.

Thank you for your past support. Please continue your support by staying on board. Save time, save dollars — renew today!

WAHF Member Bud Rogers Injured in Ultralight Crash

— Send Cards and Letters

A familiar face at many WAHF annual banquets is Bud Rogers. Bud was unable to attend this year's event due to an ultralight crash in October. Bud suffered serious but not life threatening injuries. Bud is a long-time supporter of the Wisconsin Aviation Hall of Fame. He has videotaped the annual event for nearly 20-years. Don Winkler graciously stepped in this year in Bud's absence.

Please remember Bud in your prayers, and send him a card.

Cards and letters can be sent to Bud at:

Bud Rogers 2909 McConnell Road Stoughton WI 53589

Bud: the WAHF board members hope that your recovery goes smoothly. Here is our wish for you... *May the sun bring you new energies by day. May the moon softly restore you by night. May the rain wash away any worries you may have. May gentle breezes refresh your soul ...and may tomorrow always find you feeling better than the day before.*

Did You Know...

—WI Pilot Numbers

Did you know that over 30% of Wisconsin pilots possess an instrument rating? Our friends in the WI Dept. of Transportation's Bureau of Aeronautics have compiled some interesting statistics on state pilots. "We imported the FAA Airman database dated 9-4-04, and sorted out our state's pilots," said Jeff Taylor, WAHF member and an Aviation Consultant with the Bureau. He said another good source for pilot numbers is at the following website:

http://registry.faa.gov/activeairmen/main_page.asp



One of our favorite Wisconsin pilots and WAHF Supporters is Garry Bunz (left) flying a Cessna 414.

Total Pilot Numbers:

Student pilots	1,375
Private pilots	5,269
Commercial pilots	1,983
ATP's	1,674

Total Pilot Certificates 10,301

Instrument Ratings:

Private and Commercial pilots	1,198
ATP's	1,674

2,872 (32.2%) of Wisconsin pilots have an Instrument Rating.

(Numbers compiled September, 2004)



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Preserving Wisconsin's Aviation History

Welcome new WAHF members:

Gunter Voltz Peter and Carolyn Halbauer Dan and Sue Uminski
Thanks for coming on board. We look forward to seeing you at a WAHF event soon!

REMINDER! Membership dues are due on December 31, 2004! In 2005, membership dues are increasing slightly, but you can renew before the end of the year at the lower 2004 rates. Call Rose Dorcey at 715-421-0055 or 608-836-9840 for membership renewal questions. Save money, save time: renew today!

Attention: Don Winkler—Thank you for video-taping the 2004 WAHF Banquet!

WAHF Member Charles Moelter reports that his Cessna 172 escaped damage from Hurricane Charley back in August. Moelter hangars his Cessna at the heavily damaged Charlotte County Airport near Punta Gorda, FL. He said the hangar's roof was torn off, and the hangar door buckled, but thankfully, the 172 was unscratched.

Congratulations to the Eagle III Rescue Team, Green Bay, WI...who received the US Coast Guard's Distinguished Public Service award for the dramatic rescue of two snowmobilers who plunged into the icy waters of Lake Michigan. The DPS award is the highest civilian award that is presented by the U.S. Coast Guard in recognition of notable services that have greatly contributed to the advancement of the missions and goals of the Coast Guard. Congrats to pilot George Miller and EMT's Shawn Stamnes and Mike Orlando. Read more about Eagle III in the June issue of *Forward in Aviation*.

WANTED: Your feedback! What do you want to read in *Forward in Aviation*? Do you have an idea for a story? We want to know! Please send your ideas and comments to Rose Dorcey at the address or e-mail address in the shaded box to the right. Thank you. **Next Issue... March 2005.** Last date for submissions is February 20, 2005.

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