



EAA 252
OSHKOSH
Steve Wittman Chapter

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PYLON

APRIL
2019

The monthly newsletter of EAA Chapter 252, Oshkosh, Wisconsin | Steve Wittman Chapter

PRESIDENT'S REPORT

Flying Start

CARRIE FORSTER

Our chapter will be hosting our very first Flying Start event on Saturday, May 18 from 9:00 – noon at our chapter hangar. I'm very excited for our chapter to be taking part in this program as a way to help support potential pilots. I know that there are many times that I meet people who, when they find out that I'm a pilot, pepper me with questions and then tell me that they've always thought about learning to fly. I think there are many people out there who dream of flying one day. This program is a great opportunity

to help answer those questions and maybe help pave the way for people to begin their flight training.

We have several CFI's lined up for the event, so at this point we are actively recruiting participants. If you are a chapter member who wants to learn more about becoming a pilot, or if you are chapter member who knows someone who would like to learn more about becoming a pilot, please have them email ea252@gmail.com to register. All we need is their name, email address, and phone number. This program is for adults age 18



and older who want to learn to fly. There will be an informational presentation, the chance to meet and talk with CFI's, and an Eagle Flight.

We'll also be looking for some volunteer pilots for our Flying Start event. If possible, we would like to match pilots to one participant. This Eagle

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Welcome

The Pylon is the monthly newsletter of EAA Ch. 252 and is published monthly by the newsletter editor.

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 Mike DiFrisco no later than the 20th of each month preceding the issue month at mickeydee59@me.com. Submissions received after the 20th will be included at the editor's discretion in the next month or held for a future publication.

Suggestions for submissions include (but are not limited to):

- > updates on build projects
- > flight milestones
- > technical articles
- > items of interest to the general membership
- > classified ads

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

April Gathering

APRIL

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See you at the Chapter 252 Hangar for the April meeting. Doors open at 6:30 p.m. Meal and hangar flying. Meeting at 7:00 p.m. Members, Prospective Members, and Guests Welcome!

MAY

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May Gathering

See you at the Chapter 252 Hangar for the May meeting. Doors open at 6:30 p.m. Meal and hangar flying. Meeting at 7:00 p.m. Members, Prospective Members, and Guests Welcome!

APRIL MEMBERSHIP MEETING:

Thursday, April 11
Dinner at 6:30
Presentation at 7:00: Eric Abraham

Eric Abraham will be talking about his experience with building the canopies on the RV-7, both tip up and slider configurations. Eric says he used a non-standard procedure and glue instead of rivets and screws. He'll also cover basics on what a builder should expect during this part of the build.

Dinner will be hot dogs. Hot dogs, buns, and condiments will be provided. Feel free to bring other hot dog toppings (like chili or sauerkraut, etc), side dishes, or desserts.



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COMING IN MAY!
Jim Schell, Wittman Field Airport Manager

Chapter 252 Resource List

Chapter member advisors (aviation professionals, or experienced & EAA recognized) who are active as mentors and support Chapter programs/events.

Joe Norris

EAA Tech Counselor
EAA Flight Advisor
pilotjoe@ntd.net
920-688-2977

Lyle Forsgren

EAA Tech Counselor
lands@northnet.net
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Tim Hoversten

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920-426-6846

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John T. Monnett, Jr.

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920-426-5402

Owen Russell

CFI, EAA Flight Advisor
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920-582-4328

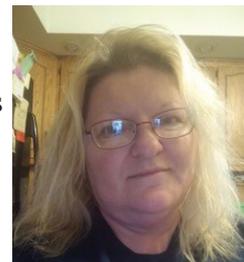
Andy Miller, CFII

Chapter 252 IMC Club Leader
andym@squadrontech.com
920-213-7672

Welcome New Members!

Sushant "Shawn" Goel. Shawn is an active pilot with an instrument rating. Shawn currently owns a Bonanza and a C172. Shawn joined the IMC Club. Welcome to Chapter 252!

Lisa Glysch. Lisa lives in Greenleaf and is a volunteer at AirVenture where she heads up Departure Briefings. She is also a leader for the Homebuilders Association. She has volunteered for 4 years now. She works as a Lead/Supervisor Customer Service Agent Ops for United Airlines in Green Bay. She also provides other duties both inside and outside for United. She got her aviation bug from her Father who was a private pilot. He took Lisa to EAA since she was 3 yrs old. She has loved airplanes her whole life. She also raised a pilot who is in training to become a commercial jet pilot. Her son started in aviation when he was in sixth grade. Thanks for joining Chapter 252!



Michael Sausen. Mike lives in Hortonville and is an active pilot. He has his Commercial, Instrument and Multi engine ratings. He is currently building an RV-10. Mike has volunteered at AirVenture in the past. He is currently a technology consultant. He got his aviation bug from 2 uncles who were airline pilots. He graduated from the first class at FVTC. Instead of taking the pilot path he instead went the way of the tech field. He once flew skydivers out of W34. He continues to fly while he is building his RV-10. In addition to working on his plane project he enjoys downhill skiing and riding his motorcycle. Welcome to Chapter 252!



Chapter 252 is hosting a **Flying Hamburger Social** on Tuesday, June 4, from 5:00 - 7:00 pm at the EAA Weeks Hangar on 20th Ave.

Volunteers Needed!

Starting at about 3:00 that day, we'll need volunteers for set up, grilling, hosting, and clean up afterwards. We'll also need people to make side dishes and desserts. Volunteers do not need to be there for the entire time--come help out as you are able. More information about volunteer sign up will be coming soon.



MARCH FLY-OUT!

We finally had a successful chapter fly-out on Saturday, March 16 after failed attempts in January and February. Five planes flew from KOSH to KSBM, with one plane meeting coming directly from KATW to KSBM. Chapter members and a few guests enjoyed breakfast at Fuel Cafe in the Burrows Aviation building. We're looking forward to spring weather and future fly-outs, with our next one scheduled for Saturday, April 13. The fly outs take place the Saturday following our regular monthly meeting. *Photos by Kirby Scott.*



My Aviation Journey—

A chronicle of my aviation experiences from first flight, to obtaining my license and beyond!

Story and photos by Serena Kamps



Solo II

(As you may remember, I had completed my first solo in a Cub at Hartford eight months prior to this.)

I had been alerted by Jim at my lesson the day before that provided I did alright and the weather held, he'd solo me today. I woke that morning with my stomach all tied in knots at the thought. It's almost worse to know beforehand that it's going to happen than to have the instructor spring it on you, I thought. The weather, though looking somewhat doubtful, was still well above basic VFR weather minimums and so would serve our purpose of staying in the pattern just fine. There was a bank of clouds coming up from the south and an area of marginal VFR to the north over Appleton but Oshkosh was still okay. As usual, I arrived a bit before Jim to preflight the plane and, finding all in good condition, was ready to go shortly after he got there. As I went through the now routine process of engine start, getting ATIS, calling the tower and taxiing to position at Runway 27, I found my nervousness beginning to dissipate slightly.

Just before takeoff, the controller asked if we wanted to switch over to Runway 9 (which would be better suited to the changing wind conditions) following takeoff. I agreed to do it but was at first thrown for

a loop as I tried to follow her instructions for after takeoff. I got it straightened out but found myself ridiculously high on final and too fast. I made it down and landed okay but the next few patterns weren't much better. It seemed I was always too high or fast and I sat grim and tight-lipped, willing the plane to do what I wanted it to. My landings were all fine. I think I've got those down but everything else seemed to give me trouble now. Finally, I made a couple more patterns evidently to Jim's satisfaction for as we rolled out after landing he asked, "Are you ready?" "Yes," I said trying to sound self-assured and confident though it came out rather terse. So with that, Jim promptly called the tower to request taxi to Weeks for a solo flight.

On the taxiway out of Weeks, Jim had me turn the plane around to face the airport and, after a few final words of advice, he unlatched the canopy and climbed out, reminding me not to forget to latch it again before takeoff. "I'll meet you by the fuel pump after you make three landings," were his parting words. With that, I was alone and on my own. As I taxied out once again, I found my nervousness had mostly gone and felt calm and assured that I could do this. I've done it before after all, I thought. Why should I be nervous? I almost didn't notice that Jim wasn't in

the seat next to me. The absence of an instructor in the RV is not quite as obvious as it was in the tandem-seat Cub.

Now lined up at Runway 9, I waited for a Duchess to takeoff ahead of me, then called the tower and received my takeoff clearance. I taxied onto the runway and, just as I'd done so many times with Jim, advanced the throttle to full power and was quickly airborne. I didn't notice the extra buoyancy of the plane on this occasion as much as I did with the Cub but it was there nonetheless. Already well into my climb, I was suddenly taken quite by surprise to find that a low scattered layer of clouds had moved in from the direction of the lake and was right at my altitude! I found it a bit unnerving. I hadn't even quite made it to pattern altitude yet, I realized as I made my turn to downwind. I reported midfield, keeping visual contact with the ground. Jim had told me before he got out that if the weather started closing in, I could just come back after one landing and his words rang in my mind now but I decided to try another while keeping a sharp eye on things. Here was my opportunity to make those three required solo takeoffs and landings at a towered airport and I sincerely hoped today would be the day!

Turning base, I found myself quite high and plenty fast

even though I had never even made it up to 1800 feet. Adjust power, add some flaps, I told myself inwardly and made my turn to final. Now full flaps on, power off. Glide down, keep it straight, lined up with the runway. You're coming down fine. Okay, you're over the threshold, now start to round out. It's starting to sink, raise the nose just a bit...gently now...a little more...keep it smooth and...

so, without further thought, I pushed the throttle to full power one final time and was soon climbing again. As I flew downwind, the controller asked me "How are the clouds?" "They're okay," I replied. And they were. The layer was thinning already. By thinking and acting ahead, I came in on a much better glideslope this time and made a final beautiful landing.

what he could see, I'd done very well.

After we'd fueled the plane, Jim said he'd meet me back at the hangar and left me to taxi back on my own. Jim was just pushing open the big doors as I taxied up and shut the engine down. Together, we pushed the plane inside and then closed the door and latched it. After filling out the paperwork and discussing what's next in my flight training, Jim left me, with final congratulations, to clean the windshield. I made the flight just in time it seems, for no sooner had we gotten the plane put away and the door closed then it began to rain—and rained steadily for the rest of the day!



touchdown! Ah yes! There's one. I did one okay. Surely I can do another. And so I took off again. Again, I never quite made it to pattern altitude and yet, still ended up high on final. I made the necessary adjustments however, and was soon settling down to earth once more in landing number two.

Only one more and I would meet the requirement. And

On rollout, the controller told me, "Good job up there." "Thanks," I replied. As I exited the runway, a feeling of quiet elation mingled with relief began to wash over me as I realized I'd just done another thing I'd thought I'd never do—solo at a towered airport! As I approached the fuel pump, I could see Jim there waiting to congratulate me and take my picture. He told me that from

I'm so glad I was able to solo on this day, May 22, not only for the sake of just getting it done but also because it was the anniversary of Lindbergh's arrival in Paris with the Spirit of St. Louis! It's nice to do something significant on a day of some significance, I thought as I left the hangar.

Serena (EAA Lifetime #1011028) is a Chapter 252 member, EAA employee, Private Pilot with tailwheel endorsement, and accomplished harpist. Serena lives near Pickett, WI.

March 2019 Board Mtg Minutes

Thursday, March 28, 2019 at 6:00 p.m.

Chapter Hangar

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

Old Business:

- Ray Aviation Scholarship
 - Sonia is still working on the application, should have it done by Monday 4/1
 - Once we have it, we would need to review it
 - Sonia still needs to get her student pilot cert
 - She has volunteered for the pancake breakfast
 - We have a potential candidate for next year (Amber)
- Pancake Breakfast/YE
 - All set for volunteers
 - Al F will be helping manage the event
 - Need to fill propane tanks yet
 - Organization tables setup in waiting room
 - Setup to start at 3:30 on Friday
 - T-shirt sales at the food cash station
 - Need a volunteer for chapter table
 - 8 pilots set to fly, tower has been notified of event
 - Pilot briefing at 8:15
 - Insurance has been setup for the event
- Monthly Fly-Outs
 - Had a March flyout with 5 planes to Sheboygan
 - April 13 tentative to Racine for pancake breakfast
- Flying Start
 - We have CFI's Dennis Carroo, Fond du Lac flying club, Jamie, and one

other.

- Cap space at 20
- Have two people that are possibly interested at this point
- Setup Typeform for registration
- After pancake breakfast we can determine what kind of marketing we should do
- Meetings:
 - April - Eric Abraham, canopy construction
 - Dennis to grill
 - May - Jim Schell, airport manager
 - Tuesday, June 4 - Flying Hamburger Social
 - June - Fred Stadler - tracing airplane history
 - July - Eric Abraham - aircraft painting
 - August - Barry, CAP
 - September - Corn Roast
 - September - Pancake Breakfast/YE Rally
- Hangar Expansion
 - Clearly would be structural
 - May contract each sub ourselves
 - Doug will be sending out an email for those who have not renewed.
 - Send a gift/card for Randy Novak family
 - Leadership classroom was booked until August at 6:30, so until further notice, it will remain at 6 at the hangar

New Business:

- EAA is investigating replacing the Sweepstakes with a Raffle
 - Chapters involved to sell tickets
 - Goal is to sell 4000 tickets
 - Wisconsin Chapters would make \$20 per ticket
 - Chapters would man booths at the convention to sell tickets
 - Would chapter be interested in manning a booth?

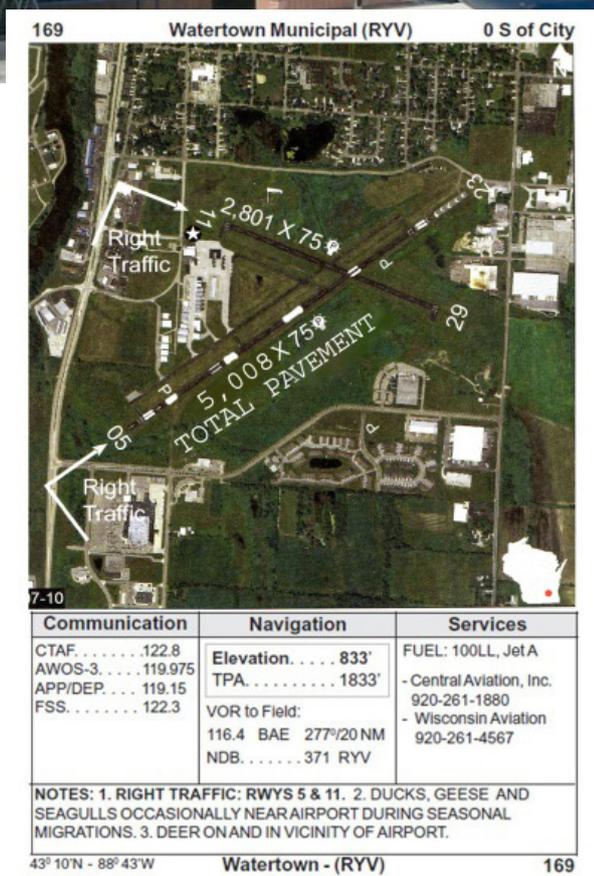
April Fly-Out: Watertown

Steve Benesh, Chapter 252 member, is the lead for the April Fly-Out to Watertown, about 60 statute miles from KOSH.

Plan to meet at the chapter hangar at about 9:00 a.m. for a 9:30 a.m. departure, or meet at Watertown at 11:00. From the ramp, it's a short walk (about a block) to Pizza Ranch. Another option for a late breakfast is a family restaurant (former Perkins) adjacent to the airport. It could be an option if people would rather leave earlier and have breakfast instead of a pizza lunch.

The FBO at Watertown is Wisconsin Aviation. Steve says, "I've always found them to be very friendly, welcoming, and they have plenty of ramp area for parking. Additionally, there are enough runways at Watertown to minimize crosswind landing issues with the wind blowing from most any compass heading. The only aviation issue I can see with Watertown might be encountering waterfowl as the Horicon Marsh is on the flight path if going direct."

If you're interested in attending, contact Steve at stephenbenesh@sbcglobal.net or email the chapter at ea252@gmail.com.



Chapter Officers & Board of Directors

President: Carrie Forster
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Treasurer: Fred Stadler
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Board Member: Wayne Daniels
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Young Eagle Coordinator: Eric Abraham
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Young Eagle Coordinator: Serena Kamps
av8rharapist@gmail.com

Eagle Flight Coordinator: Kyle Voltz
kvoltz@eaa.org

Hangar Manager: Jim Kress
920-233-5660
jim.kress@att.net



RAY AVIATION SCHOLARSHIP



A big thank you to John and Carrie Forster, Tracy Noack, Doug Milius and anyone I may have missed for supporting our Ray Scholarship recipient through your donations of various flight training items! These will certainly be appreciated!

--Serena Kamps

EAA Aviation Museum Featured Exhibit – The Borman Collection

Included in general museum admission.

This exhibit honors Frank Borman's U.S. Air Force career, and his Gemini 7 and Apollo 8 missions. The exhibit itself contains dozens of items from Borman's personal collection out of the more than 1,000 items donated to EAA.



SAVE THE DATE

Here are a couple of upcoming Brat Barn events at Festival Foods. The dates for 2019 will be May 24 and August 30. We will be looking for volunteers for this chapter fundraiser. More info to come soon.

CORRECTION:

The local AMA chapter--Winnebago RC Flyers club--meets the *fourth* Thursday of the month in the chapter hangar at 7:00 p.m.



IMC Club Meetings

Third Tuesday of the Month 6:30 pm
Location: EAA Aviation Center
All Chapter Members
Welcome



Board Meetings

Fourth Thursday of every month
at 6:00 p.m.
Location: EAA HQ Leadership Classroom
Members Welcome at board meetings.

Flight is an important part of the program. It gives the participants a chance to experience a flight and ask plenty of questions.

Another feature of the program is that participants will also receive a six month EAA membership and six month chapter membership. We hope they will visit our chapter and connect with chapter members.

Speaking of chapter gatherings, I would also encourage you to bring a guest to our chapter gatherings. Guests are always welcome. Visiting our chapter gatherings is a great way for potential members to learn more

about us and help them see what our chapter has to offer them. Starting with our April gathering, we will be having our cook outs for dinner.

Thank you to all of you for being great ambassadors of aviation and of our chapter. If you haven't been able to make it to a chapter gathering recently, I hope you can free some time up in your schedule to join us. You won't be sorry.

See you soon at the chapter hangar.

*Blue Skies,
Carrie*

Wittman Flying Service T-shirts are now available for \$15.00. We have adult M, L, and XL in stock. Members who would like to order other sizes can contact Carrie Forster at eaa252@gmail.com. If I get 12 orders (they don't need to all be the same size) I can place another order for those specific sizes.



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

Thank you for your continued support of EAA Chapter 252!

Reminder!
 If you haven't yet paid your 2019 dues, please send your payment into Doug soon.
 Thank you!