

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

## President's Report— Carrie Forster

November 2020 President's Column  
By Carrie Forster



When we suspended our in-person chapter gatherings last April, I honestly never expected that we would still be meeting virtually at the end of the year. The pandemic has provided many challenges to our community and our entire country. From the cancellation of AirVenture to so many other things. Many of you are working virtually, and supporting students who are learning at home. Others have jobs that must be done in person and you've had to implement safety measures in your work environment. Students who are learning in person are wearing masks and doing many things differently. Everyday life looks very different for many of us.

I'm reminded of encountering turbulence when flying: you have to slow down and try to hold attitude while riding out the turbulence. We have to do the same thing with our chapter. We have to slow down and ride out the pandemic. The time will come when we can meet again in person, and when that happens, your chapter will be waiting and ready for you. We'll enjoy in person chapter gatherings, Pancake Breakfasts, Young Eagle Rallies, Hamburger Socials, Flying Start programs, and more. We're not going anywhere. The chapter is here for you, but the chapter is all of us. We need to stick together. To that end, the end of the calendar year is membership renewal time. We hope that you will renew your chapter membership, that you will join us for our virtual events as you are able, and so you're ready for when we can resume our in person activities.

We are all tiring of the sacrifices we've had to make and are frustrated that they are continuing. It may be difficult to get excited about a virtual chapter gathering, but I hope you'll take the time to join us. We have time to chat and check in with one another, and we've had a great variety of presenters, some of whom we would never have been able to have in person. We're still finalizing our November offering. In December, the Wright Brothers virtual banquet is the same night as our chapter gathering, so we encourage you to log on for Astronaut Jim Lovell. The presentation is available to all EAA members. I'm especially excited for his presentation. My family and I met Jim Lovell at a book signing many years ago at the Milwaukee Children's Museum, right after his book came out and before it was turned into a feature film. He was very gracious. I enjoyed his book and think he is a great story teller, so I'm excited to hear him speak.

Thank you so much for supporting our chapter. The board and I truly cannot wait to see you all again in person.

Blue Skies,

Carrie Forster

### Save the date!

**November 12: Virtual Chapter Gathering Online**

**6:30 PM—8:30 PM**

This month our own Fred Stadler will present on Bob Shank, Pioneer Pilot. See page 2 for more information. Link to meeting is forthcoming.

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## October Chapter Gathering Report



### Changing Lives Through The Challenge And Freedom Of Flight

Chapter members enjoyed hearing from Charles Stites, Executive Director of Able Flight, a non-profit aviation organization with the mission "to offer people with disabilities a unique way to challenge themselves through flight and aviation career training, and by doing so, to gain greater self-confidence and self-reliance." Stites related that setting up the organization was a significant challenge in itself

and how it took time to convince donors that the intended organization would be successful. Since then many pilots have earned their wings through Able Flight, which uses Sport Pilot as their rating of choice given its flexibility with medical regulation. Able Flight has also made use of the flexibility of regulation environment of experimental aircraft which allows easier modifications to flight controls

than can be done for certified aircraft. While there was some initial concerns with the FAA about pilot disability, these were quickly dispelled, as Able Flight pilots must perform their flight tests to the same standards as everyone else and demonstrate ability. Able Flight has worked with a variety of flight training programs over the years, including Purdue University. Some training was even done here in Oshkosh with the assistance of Chapter 252 member Wayne Daniels. You can learn more about the program at [ableflight.org](http://ableflight.org).

## November Chapter Gathering Online

Thursday, November 12, 6:30-8:30 PM.

This month our own Fred Stadler will present on Bob Shank, Pioneer Pilot. The story of Bob Shank illustrates the span of American aviation in the first half of the twentieth century. He was an early barnstormer and a World War I flight instructor before becoming America's third civilian air mail pilot. He later founded an air charter business and two airports in Indiana. The presentation includes many unpublished photographs and actual audio recordings from the early days of aviation. Link to the meeting will be emailed soon.



## OSH - TWY A Re-opening November 9th

**Jim Schell, C.M.**  
**Director, Wittman Regional Airport**

After two phases of reconstruction and over 7 months of work, we are preparing to re-open the full length of Taxiway A on Monday, November 9<sup>th</sup>. We should have the taxiway open by 5 pm, however this is weather dependent.

The project included 8'000 Linear Feet (LF) of concrete reconstruction, upgrading Taxiway "A" edge lights to LED lighting, upgraded airfield electrical circuits and multiple signage improvements. The project also included re-grading and improving the overall stormwater drainage around the taxiway, replacing two aging metal culverts underneath the taxiway, construction of a 4,100 LF concrete storm drain gutter; and widen-

ing the taxiway to 60'.

This project was originally scheduled in 3 phases with the final phase to be completed in Spring of 2021. I'm happy to say that through the hard work of our General Contractor, Engineering firm, WI BOA staff and Airport Staff, we have completed the project well ahead of schedule and will have the taxiway open for use next week.

## Chapter Hangar Expansion Update

**Carrie Forster**  
**Chapter President**

Many of you have been members since before the chapter purchased our chapter hangar and established a permanent chapter home. Thanks to the dedication of so many members, hard work and a multitude of hours volunteering at the Aero Mart, and many donations, our chapter was able to purchase our current hangar. This chapter home gives us a wonderful place for chapter gatherings and events. The idea of a hangar expansion is at least a couple of years old, and over the past year, the board has looked at what purposes our hangar serves, what needs are not being met by our current hangar, and how to meet those needs. We've discussed maintaining the status quo with no changes, an expansion to the current hangar, or selling our current hangar and building a new hangar.

Our goal is to increase opportunities for our members using our chapter hangar. In 2019, we were able to have some events and programs in addition to our monthly gatherings, for exam-

ple our Flying Start Program and some TIG welding workshops. Although the pandemic has stalled our ability to use our hangar to the fullest, we have great plans for post-pandemic offerings. Looking forward to 2021 some of the events we'd like to hold include the RC Model youth program, Flying Start, additional YE rallies, pilot ground school, and more. We plan to utilize the new terminal building, once completed, for our larger pancake rallies and YE events, as we have done in the past. We have spoken with Jim Schell about continuing that partnership with the airport.

When we analyzed the positives about our current hangar, our location with its ease of access for members and guests was something we didn't want to give up when considering a new location if we would decide to build. We have a decent amount of ramp space as well. Features we are lacking are bathrooms with running water, and a sink/kitchen counter area for food prep and clean up. I met with Jim Schell to look at potential sites for a possible new hangar. The only location that would meet all our current

advantages was the available site to the north of our current hangar. In the end, the board decided that expanding our current hangar with bathroom space and running water would be the most cost effective way to achieve the goals we are looking for. The exact size of the expansion is yet to be determined based on cost, but we're looking at adding somewhere between 12 and 20 feet to the current hangar, expanding to the north. Based on funds we have already raised within the chapter, we have \$65,000 to work with.

The next step in the project is to find a chapter member who is willing to be the project manager for the expansion. We have some ideas to work with for what the expansion would look like, and also a couple of board members who are available to help the project manager, but we need one point person to take the lead on moving our project forward. If that sounds like something you might be interested in, please email [eea252@gmail.com](mailto:eea252@gmail.com) or call Carrie Forster at 920-540-6432.

## Chapter Book Club Forming

Winter, as they say, is coming. With lots of time to be spent indoors, your newsletter editor has volunteered to organize a chapter aviation book club which can meet online. The plan will be to read an aviation book every month or two and then discuss and share thoughts about it with an online platform such as we have been using for our other chapter activities. With the inevitable barrage of end of the year holidays fast approaching, let's plan on having our first meeting on January 6 at 7 PM (subject to change if circumstances dictate between now and then).

Our first book will be the classic Fate is the Hunter by Ernest Gann.

"Ernest K. Gann's classic pilot's memoir is an up-close and thrilling account of the treacherous early days of commercial aviation. 'Few writers have ever drawn readers so intimately into the shielded sanctum of the cockpit, and it is hear that Mr. Gann is truly the artist' (The New York Times Book Review).

"In his inimitable style, Gann brings you right into the cockpit, recounting both the triumphs and terrors of pilots who flew when flying was anything but routine."

Paperback edition is available from Amazon for \$11.99 or Barnes and Noble for \$18.50. Used copies are available from a variety of stores on abe-

books.com for \$8.97 and up, often with free shipping.

Interested in this experiment? Email ye olde newsletter editor at [jlcunni6@yahoo.com](mailto:jlcunni6@yahoo.com).





## Longtime Chapter Member “Doc” Mosher Passes

Longtime EAA Chapter 252 member Donald “Doc” Mosher passed away on October 2, 2020. He was 95. Doc was a WWII Army Air Corps veteran, and flew everything from gliders to Pietenpols to jets. Among his many aviation accomplishments Doc was a docent at the EAA Aviation Museum, editor of the Broadhead Pietenpol Newsletter and contributor to many aviation publications, as well as being an A&P and IA. Doc was the recipient of the FAA Wright Brothers Master Pilot award for

over 30,000 hours of safe flying, and the FAA Charles Taylor Master Mechanic Award for his 50 plus years of participation in aviation maintenance. And, of course, Doc was a longtime and very active chapter member and will be missed.



## Making A Difference... Doc Mosher Receives Navy League’s Aviation Excellence Award

*Newsletter editor’s note: The following is reprinted with the permission of MidWest Flyer Magazine, from September 28, 2013. Thanks to editor Dave Weiman for allowing us to reprint this account of Doc’s life. For more of MidWest Flyer Magazine, see [midwestflyer.com](http://midwestflyer.com). Subscriptions are free!*

*by Ed Leineweber*

EAA AirVenture Oshkosh is often the venue for “firsts,” as well as a place to honor tradition and decades-long service. The 3rd Annual Aviation Celebration staged by several Midwest chapters of the U.S. Navy League captured both as Donald A. “Doc” Mosher became the first to receive the Aviation Excellence Award at a ceremony on July 2. For Doc, this honor came after a 75-year commitment to the development and preservation of general aviation.

Whether in flying, maintaining and

managing the most advanced and luxurious of corporate executive aircraft of the day, as Doc did in the 1950s through the ‘70s, or publishing the *Brodhead Pietenpol Association (BPA) Newsletter* and volunteering at EAA’s Pioneer Airport, as he still does today, Doc truly exemplifies aviation excellence.

Nor was this the first time Doc’s contributions have been recognized. He holds both the FAA Wright Brothers Master Pilot and Charles Taylor Master Mechanic Awards. Only a very small and elite group in the nation hold both awards, and only a very few people in Wisconsin. While pooh-

pooed by Doc as mere “longevity awards,” a lifetime of aircraft wrenching and management of corporate flight departments, as well as over 21,000 hours of flight time in a wide variety of aircraft, large and small, without a single incident blemishing his record, seems to me to be achievements worth honoring.

While I’ve known of Doc by reputation through shared contacts in the homebuilt community, I’ve only recently had the opportunity to get acquainted with him personally, along with his wife, Dee, his co-editor and publisher of the *BPA Newsletter*. It has been a delightful experience.

***Here's Doc's account of his lifetime in aviation, mostly told in his own words. For the record, Doc was born in 1925, which makes him a youthful 88 years young as of this writing:***

As a kid growing up in the "Glider Capitol of America," Elmira, New York, I was riding my bike to the various soaring sites around the area, especially during the National Soaring Contests in 1937 and later. That allowed me to get acquainted with the best sailplane pilots and designers. They eventually got to trust me with helping to assemble and disassemble their sailplanes. I owe a lot to those guys who took a bit of an interest in a lone kid. The now famous names were just nice guys to me, although even at the time I was in awe.

After high school, I entered the New York State aviation ground school, right there in Elmira. Today, guys pay a lot of money to get what I had in one tuition-free year at Elmira Aviation Ground School (EAGS), learning about building and repairing airplanes and engines from great instructors. Before and after my school days at EAGS, I worked part-time at the Schweizer sailplane factory in the same building, turning out military training gliders.

As I got out of ground school, World War II was in full swing and of course I wanted to fly and took all the tests. I had already soloed in gliders. But the Army Air Force had other ideas. I was designated a "skilled aviation technician" at age 18, and was immediately assigned to an Air Force training base in Lafayette, Louisiana, as a mechanic of primary, basic and advanced training planes – PT23s, BT13s and AT6s. I was always ready for test flights as a "maintenance observer," although some of the instructors let me do some of the flying.

I took the CAA tests for airplane and engine mechanic and passed them – A&E in those days. Within a year, I was transferred to another Air Force

facility in the middle of the Everglades — Riddle Field — a training base for British pilots. That's where I and another mechanic bought my first airplane – an Aeronca C-3.

After all the pilots were trained, I transferred to the Air Force Training Command at Pan American Field in Miami, where we operated Douglas DC-4s all over the world.

As the war wound down, I sold the C-3 and returned home to Elmira to set up an airplane repair shop.

Corning Glass Works, Corning, N.Y., was operating a Douglas B-23 and a Beech 18, and I was hired as a co-pilot/mechanic. Corning later got a DC-3. These were four-course range and DF and ADF days. I also ran the Link trainer for Corning, so I got even with some of the tougher captains when I had them in the box! The chief pilot had been a pilot for the RCAF ferry command, flying airplanes all over the world. We had heavier DC-3 maintenance done at Canadair in Montreal, so I spent a lot of time there with those former ferry command pilots. Along the way, I got my Commercial Pilot Certificate and my Instrument and Multi-engine Ratings.

My days atop Harris Hill with sailplane champions paid off job-wise as I was looking to leave Corning Glass. One soaring champ, Emil Lehecka, told me about a company in New York City that had just purchased a Douglas B-23 and was looking for a copilot/mechanic. Emil told me that the contact guy was a vice-president of National Distillers and Chemical Co. named Art Ramer. It didn't hurt that Art remembered me from those days back in 1938-40 on the glider field. The pilot, already hired, turned out to be a flight instructor from Riddle Field, the guy who sold us the Aeronca C-3. Small world, aviation!

The seven years at Teterboro were another real learning experience. At

that time, Teterboro was a hotbed of corporate aviation, so I met lots of names as they came and went. Twist of fate... Arthur Godfrey's pilot, Frank La Vigna, always treated me as a somewhat lesser personality because he was a captain and I was still officially a co-pilot. Years later, I hired him when I was basing a JetStar and a new Gulfstream II at Teterboro. Irony!

Got myself invited to the New York QB hangar where I met a lot of aviation people, especially Clyde Pangborn. Clyde had been the major domo for the RCAF ferry command in Montreal! Great stories!

I became very much involved with the Grumman people as they brought the Gulfstream I into the corporate fleet, as National Distillers was buying two of them.

Emil Lehecka and I even built a 48-foot sailplane on the ramp at Teterboro, with the FAA office upstairs over us. We towed it with a Mooney Mite!

The last large piston-powered corporate airplane was the distinctive Howard Super Ventura, and the company bought two of the early versions. I was closely involved with Dee Howard and Ed Swearingen in San Antonio as they were developing the Super Ventura and later the Swearingen PT-6 turboprop Merlin.

Flew a lot in the Super Ventura, perhaps my favorite airplane of all time; at least the last of the great pistons. Later, as Ed was developing the turboprop Merlin, I operated two of the first ones. Did a lot of demo flights in each airplane. The potential customers were a class of individuals unto themselves – kings and thieves.

National Distillers was setting up a new flight operation in Champaign, Illinois, in 1956, and I was sent there "for a year" to set up a safe flying operation for the company. It turned into

13 years, but gave me a great opportunity to do lots of neat stuff, including lots of soaring. Met lots more interesting people in my travels.

During those years we operated Beech Twin Bonanzas, Queen Airs, King Airs, and the Swearingen turbo Merlins. Meanwhile, I was still involved with the Teterboro-based airplanes. These included two Gulfstream IIs, a DH-125, an early JetStar, several Falcons, and two Gulfstream IIs. I was back and forth to Teterboro, and the planes stopped at Champaign quite often. Because of the P&W PT-6 engines used in the Champaign airplanes, we developed an FAA-approved repair station that was rated for hot section repairs.

While living in Champaign, I became a Schweizer dealer and bought six sailplane kits from the Elmira factory and finished them and got them type-certificated by the FAA. Try that today! That also got some sailplanes into the Champaign area, especially for the university glider clubs. I actually ran a glider flight training school for several years.

I was the chairman of the Soaring Society of America's Airspace Committee, and assembled a great team of names from the soaring community, both national and international. We really had to stand up to the FAA ('Jeeb Halaby at the time) to demand our airspace rights. Did a lot of work with Chicago Center regarding IFR in thunderstorms, including the still-standing soaring altitude record for Illinois – some 17,000 feet (no oxygen). [Author's note: Doc received SSA's Exceptional Service Award in 1965, the first year it was presented.]

When National Distillers in 1971 no longer needed the Champaign operation due to changes in its business, I had no desire to move back to Teterboro with the company, so I took a job with John Morrell & Company, a meat packer in Chicago. We started with a Queen Air, added a twin in Iowa, and

added a Jet Commander to go to Latin America (Chiquita Banana).

Morrell was a subsidiary of United Brands Co. and I was called to New York (New York again!) to run all the UB airplanes and revamped the company planes in Latin America – Panama, Honduras, Costa Rica. That reversed the accident rate and brought costs down dramatically. We added a new Gulfstream II and a JetStar based at Teterboro. I had a corporate office on the 27th floor of 30 Rockefeller Center! (Not my style.) I left UB due to my unhappiness with management decision-making.

From there my employment history tells the rest: charter operations at Teterboro and Ronkonkoma in New York, great fun at Oklahoma City with North American Rockwell, which morphed into Gulfstream Jet Commander. Managed all flight operations – flight testing of three new models of Turbo Commanders, ferry flights, pilot training, etc. Worked with Bob Hoover. When the plant closed, I moved to Denver to sell Turbo Commanders.

I got sidetracked from airplanes to own the "world famous" Glory Hole Tavern in Central City, Colorado. More great experiences and people and stories! Sold the business and left Colorado to come to Oshkosh, where my wife grew up.

Back to aviation once settled in Wisconsin. Got a call to go to Milwaukee to start up a new FAA repair station for C-130 parts. Stayed an extra year to run it. Today, it is a multi-million dollar business. Again, happy days, but no flying. So I went to Dekalb, Illinois, to start a charter operation with Aero Commanders and King Airs. At age 67 I was still flying charter! Decided it was time to stop flying for a living.

Finally, moved to Neenah, Wisconsin. Lots of interaction with EAA. Lots of flying at Pioneer Airport; in charge of airplane maintenance there. Very active in the local EAA Chapter (newsletter, president, etc.) And now publishing the Brodhead Pietenpol Association Newsletter with Dee. We've gone from about 125 to 700 members!

Through it all. I never had an airplane accident, nor did any operation that I was associated with. Over 21,000 hours of safe flying. I attribute my successful record to firm, friendly discipline, lots of good people, and lots of good luck. [This ends Doc's reminiscence.]

Great lifetime aviation story, isn't it? Doc's wife, Dee, calls him the "Forrest Gump of Aviation." Like Forrest, a straight shooter who just wanted to do the right thing and stay out of trouble, but who seemed always to show up in the background when great historical events occurred. Doc personally witnessed so much the rest of us just read about. "Doc was there," Dee says. "His entire life has been spent around the difficult birth, exciting youth, challenging teen years, and historical adulthood of the 'Golden Years' of aviation."

So, thanks to the Madison, La Crosse, Green Bay/Fox Valley and Glenview, Illinois chapters of the Navy League of the U.S., and to the Hangar One Foundation, which has seen fit to honor Doc Mosher with its first "Aviation Excellence Award." It would have been hard to find a more deserving recipient to initiate this distinction.

*EDITOR'S NOTE: Ed Leineweber is an aviation, litigation and business attorney practicing in Madison, Wisconsin. He is a Certified Instrument Flight Instructor (CFII) and holds a Light Sport Repairman Maintenance Certificate. A retired Wisconsin Circuit Court Judge, Leineweber once operated two fixed based operations and managed the airports where they were located.*



## Unusual Attitudes

**Jim Cunningham**  
CFII

I usually insist on doing unusual attitude recoveries on a flight review. Often people get nervous when I suggest this. In some cases it has been many years since they last practiced them. I get it... but, I ask them, would you rather do some with me in the right seat or do your next one for real when you might lose control? Let's review.

There are various definitions about what constitutes an unusual attitude. In general they refer to an attitude the pilot doesn't intend to fly/and or has high degrees of pitch or bank change. They typically occur in conditions of limited visibility during the day or at night. Or when an the autopilot is flying and a component of the system fails. In fall and winter there are fewer daylight hours and greater chances of flying in reduced visibility due to weather (forecast and otherwise) and greater chances of inadvertently entering one.

Unusual attitudes fall into either nose high or nose low categories. The procedures for recovering from either are similar, but have very important differences and it is important to execute the correct procedure for each.

The first step in recovering from an unusual attitude is recognition that one is occurring. Large, sudden changes on multiple flight instruments along with an increase in wind and possibly engine noise are your indications that things are amiss. If flight visibility is good seeing the horizon, sky, or ground in an improper place is also a good indication. Once you have verified you're in an unusual attitude, you need to determine if you are nose high or nose low. Many FAA training materials call for using the airspeed indicator to determine if you are nose low or nose high rather than the attitude indicator. The primary reason for this is the nature of many mechanical attitude indicators to tumble in extreme examples of pitch or bank change, thus providing incorrect information. It's also more likely to fail than other instru-

ments in the first place, and often does so slowly, luring you into the unusual attitude. If you are fortunate enough to have a glass panel, this won't apply and you should consult the documentation for your specific system on how AHARS failures are indicated, etc.

If you have an autopilot, you will probably want to disconnect it when you detect an unusual attitude unless it has an envelope protection system or "level" functions and you're sure they are functioning correctly.

An accidental unusual attitude is usually unexpected, and, like other startle events, can trigger an emotional response. It is important not to attempt a correction instinctively. *Take a few seconds to think about what you are seeing on the panel and confirm it before you act.*

**Nose high:** Airspeed decreasing, altitude increasing, reduced wind noise. The main issue is to avoid a stall and to decrease your angle of attack. Push your stick or yoke forward to do so. Level your wings and add power. These steps can be done almost simultaneously for nose high attitudes.



**Nose low:** Airspeed increasing, altitude decreasing, increased wind noise. Above all else, don't react out of panic and simply pull your stick or yoke back. Doing so is a good way to ex-

ceed the load factor for your aircraft and tear it apart in flight. It is vital to recover from a nose low attitude in the following specific sequence. First, pull your throttle to idle. You're already gaining speed rapidly and may be in the yellow arc on the airspeed indicator. The higher the speed, the higher the load factor on recovery. Second, push on your stick or yoke to decrease your angle of attack (this is a new step added under current FAA documentation). Third, level your wings. The importance of doing this before pulling can't be overstated. Finally, raise the nose... carefully. With high speeds it's easy to put extra stress on the airplane. Use only as much as you need. Finally,



once you have recovered, add power and return to cruise configuration and speed.

The above are the basics. As you can imagine, there's lots of material on this in various FAA publications. This succinct version is the easiest to remember and comes from the Instrument Flying Handbook, available online with lots of other useful stuff at

[https://www.faa.gov/regulations\\_policies/handbooks\\_manuals/aviation/](https://www.faa.gov/regulations_policies/handbooks_manuals/aviation/)

## Museum Visit: Tillamook Air Museum, Oregon

*Jim Cunningham*

You can't miss it from the road. The 1,072 feet long and 192 foot wide hangar of the Tillamook Air Museum dominates its surroundings at the Tillamook Airport. Built in 1943, it was one of two at the then-Naval Air Station Tillamook for US Navy Blimps. Each hangar, with an interior space of seven acres, could hold four K-class blimps which measured 252 feet in length. Sadly, the remaining hangar is in poor condition, and the millions of dollars required to restore and preserve the immense structure are probably not forthcoming. Most of the museum aircraft were relocated several years ago when it became apparent that the huge building could not be saved in the long run. There are only four airplanes in the museum now, but one of them is a very rare Aero Spacelines Mini Guppy, which is fascinating to walk through. The real gem of the museum, however, is the hangar itself. There are few hangars left of airship size, and as with many things, it's difficult to comprehend the enormity and complexity of the structure until you're inside it.

The hangar may not be structurally sound enough for visitors in a few years or even sooner. If you are in northwest Oregon, take some time to go see this aviation icon while it's still open.





## Member Profile: Tom Helm



tificates at Dewey Aviation at Santa Paula airport in California. He continued working for them as a flight instructor, including basic aerobatics, and occasional charter pilot. In 1968 Tom was hired as a pilot for ONG Airlines, which was later sold to Sun Airlines. During that time Tom flew Cessna 402's in commuter airline operations.

Bankruptcy ended Sun Airlines. On July 1, 1969, Tom was hired by Air Wisconsin Airlines which at the time operated DHC-6 Twin Otter and Beach 99 aircraft. He upgraded quickly to Captain, then eventually to Flight Instructor, Check Airman, Chief of Training, Assistant Chief Pilot and Chief Pilot. He was responsible in formulating and administering the training programs for the SA-226 (Metroliner), the DHC-7, and the BAe-146. He served as Instructor/Check airman for those aircraft and the BAC 111.

After thirty-three years with Air Wisconsin, mandatory retirement occurred in December 2002.

Being much too early to give up a flying career and hobby, Tom became Chief Pilot for Titledown Aviation, a FAR 135 charter operation located at Green Bay WI. It was operating King Air 200's and Piper Chieftain's.

In June 2004, Tom accepted a pilot position for Go Wireless LLC, a corporation that had just purchased a Citation 550 Bravo. He received his CE-500 type rating in the Bravo in August 2004.

After the closing of Go Wireless LLC, Tom started flying the Citation V for Orion Aviation, a FBO, FAR 135 char-

ter, and aircraft management company at Oshkosh WI. That eventually led to type ratings in the Falcon DA-2EASY and Citation XLS. When the aircraft owner separated from Orion management, Tom briefly managed the flight operations for the owner of the Citation XLS and EC-120 helicopter until each was sold. During that time he renewed his helicopter currency in the EC120 helicopter.

In December of 2008, Tom began regular flying for CR Meyer and Sons Company. At the time they operated a Cessna 421 and Citation V, eventually becoming a three Citation company with a Citation 501 and two Citation V's. Currently he is flying both PIC and SIC positions in these three Citations, averaging over 200 hours a year.

Between May 2014 and Aug 2016 Tom instructed part time for Sonex Aircraft transitioning pilots to Sonex aircraft.

For the last six years Tom has volunteered flying Young Eagle flights at the EAA Pioneer airport. Together with that and his own Cessna 172, he has flown over 700 Young Eagle flights. The most common verbal expression he gets at the end of their flight is "awesome".

Between 2003 and 2017 Tom also managed and flew as needed a Cessna 310R for Water-Right Inc in Appleton WI.

Tom has type ratings in AVR-146, BA-111, BAE-146, CE-500, CE-560XL, DA-2EASY, and DHC-7. He is Commercial rated in Gliders and Rotorcraft-Helicopter. He is a current CFI with SE, ME, and INSTRUMENT qualifications. Recently he added Remote Pilot to his flying credentials.

To date Tom has accumulated over 30,000 hours' flight time and still active, looking forward to every minute.

There will be one chapter 252 member who we know will not be able to attend our November chapter gathering this month... but he has a good reason for being absent-- he will be receiving the FAA Wright Brothers Master Pilot Award that night! The FAA describes the award thusly: "This award is named after the Wright Brothers, the first US pilots, to recognize individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years while piloting aircraft as 'Master Pilots.'" Tom will be added to the Roll of Honor of recipients. Congratulations, Tom!

Tom soloed at Basler Aviation, Oshkosh WI, on March 16, 1962. On January 1963, He enlisted in the USAF. He joined the aero club at Oxnard AFB and continued his pilot training up through the Private Pilot Certificate. Near the end of his enlistment, he would use saved leave time to ferry new Citabria's from the Champion factory in Wisconsin to Dewey Aviation at the Santa Paula Airport in California. Tom was honorably discharged from the USAF in January 1967.

Tom received his Commercial, Instrument, Multi-Engine, Rotor Wing-Helicopter, and Flight Instructor Cer-

October 2020 Board Mtg Agenda  
EAA Chapter 252  
Thursday, October 22, 2020 - 6:00 pm  
Virtual Meeting - GoToMeeting

rate Doc and other members/past officers  
who have passed  
Also talked about making a plaque for the hangar  
with Spirit of ELO recipients

Attending: Carrie Forster (President), David Leiting (Vice-President), Fred Stadler (Treasurer), Charlie Becker (Past President), Jim Casper (Board Member), Doug Milius (Membership Chair), Serena Kamps (Eagle Chair, Ray Scholar Coordinator, YE Co-Chair), Jim Kress (Hangar Manager)

Old Business:

Ray Aviation Scholarship Updates - Serena

No updates

Serena waiting for some info from Lucas to be submitted to EAA for the next disbursement of funds

\$3100 of \$4000 disbursement has been paid

November Chapter Gathering - David contacting potential presenter

December Chapter Gathering - Virtual Wright Brothers Banquet featuring Jim Lovell

Hangar Expansion

Discussion of building an addition vs building a new hangar

Motion made by Charlie, Seconded by David to build an addition with bathrooms, work space, and meeting space not to exceed \$65,000.

Motion carried

Need a project manager from the chapter  
Jim Casper and Wayne Daniels willing to help out with the project

Upcoming Board Mtgs

November 19 (moved up a week due to Thanksgiving)

December 17 (moved up a week due to Christmas)

Chapter Elections in November

Serena Kamps nominated for secretary

(nominated by Charlie, seconded by David)

Carrie will create Google form ballot, will be sent out with November Pylon

Other?

David will take care of paper ballots that need to be mailed out (there's only about 7 of them)

YE flights - John and Carrie will put together a list of the people who have contacted the chapter for flights during Covid so we can reach out once volunteer pilots start flying again; will look at maybe doing a video chat or some type of contact with the interested kids just to make a connection until flights can be arranged

Discussed Doc Mosher's passing and how to honor him. Doc is a past president of the chapter.

Will talk next month about how to commemo-

<b>2020 Chapter Gatherings</b>	<b>Topic/Presenter</b>	<b>Food/Person responsible</b>
Thursday, July 9	Aviation Filmmaker Adam White	
Thursday, August 13		
Thursday, September 10	Open Meeting at Hangar	
Saturday, September 12	Pancake Breakfast/YE Rally	CANCELLED
Thursday, October 8	Able Flight	ONLINE
Thursday, November 12	Rob Shank/Fred Stadler	ONLINE
Thursday, December 10		

<b>2020 Board Mtgs</b>	<b>Location</b>	<b>Confirm Date?</b>
July 23	ONLINE	
August 27	TBD	
September 24	TBD	
October 22	TBD	
November 26	ONLINE	Thanksgiving - change date
December 24	EAA leadership classroom	Christmas Eve - change date



## **Chapter 252 Hangar**

**817 W 20th Ave Oshkosh, Wisconsin 54902**

## **Find Us Online!**

**[www.eaa252.org](http://www.eaa252.org)**

**[www.facebook.com/EAA252](https://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](http://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](mailto: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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