

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

President's Report— Carrie Forster



When I wrote my column last January, I had no idea what the year ahead would bring. I wrote about setting flying goals, learning something new, and about our monthly chapter gatherings. I could not have imagined that our gatherings would become virtual and we would be dealing with an extended, worldwide pandemic. Now, with the vaccine here, there is some hope for the future. Some of you may have already received your first dose of the vaccine.

The board doesn't know yet when in person gatherings will resume, but we remain committed to bringing you quality programming virtually in the meantime. Our January presenter is an air traffic controller who will

share his presentation "Stories from the Tower." I always look forward to hearing things from a controller's point of view and I'm sure Danny has some great stories to tell. We're currently working on topics and presenters for the next few months as well and will announce those soon.

Our current Ray Scholar, Lucas Pulvermacher, has been continuing to train with chapter member and CFI Eric Abraham in the 172 from Winnebago Flying Club. It's exciting to watch Lucas progress and are looking forward to his next milestones. Our chapter is applying for the next cycle of the Ray Scholarship program and we'll find out later this winter if we've been chosen. If we are chosen for another scholarship, we will notify members and begin our search for the next recipient. We would love for the individual to be a chapter member, but they don't have to be. If you are a member who is interested, or know a great candidate, please let them know to watch for the announcement. We will then ask for applications to be submitted, and our scholarship committee will conduct interviews. For more information on the Ray Scholarship program, see <https://www.eaa.org/eeaa/eeaa-chapters/eeaa-chapter-resources/chapter-programs-and-activities/ray-aviation-scholarship-fund>

Typically in January we would be gathering at a local restaurant for our annual winter awards banquet. Although the banquet has been canceled, we will recognize chapter officers and other chapter volunteers, as well as present our annual "Spirit of ELO award." The Spirit of ELO Award is named for the airstrip at the late Munsil Williams' farm and was created in the spirit of Munsil's support of grassroots aviation. Saturday morning gatherings are a staple, as well as our annual September Corn Roast. Recipients of this award have made contributions to grassroots aviation. The list of all recipients since the award's inception can be found on our chapter website at <https://chapters.eaa.org/eeaa252/spirit-of-elo-award>.

I hope you can join us on Thursday.

Blue Skies,

Carrie

Save the date!

January 14: Virtual Chapter Gathering Online

6:30 PM—8:30 PM

Danny Mortensen

Confessions of an Air Traffic Controller

A humorous collection of stories from 8 years in the tower.

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December Chapter Gathering Report



Our December chapter meeting coincided with the EAA Wright Brothers Banquet, which was held online this year, and the event became our chapter gathering. Unfortunately, as many of you experienced, having Gemini and Apollo astronaut Jim Lovell as an online guest speaker attracted a lot of attention. So much, in fact that EAA's

streaming feed got severely overloaded to the point where many people could not access the event! The good news is that the session, conducted by EAA Board Member and former astronaut Charlie Precourt, was recorded and is available online on EAA's YouTube channel. In fact, the archived version included additional

bonus content that was not part of the original streaming broadcast. Check it out the next time our wonderful weather keeps you grounded... again.

<https://youtu.be/tHIVknnvjRE>

January Chapter Gathering: Online

Our January chapter gathering will feature guest speaker be Danny Mortensen, who will give his presentation "Confessions of an Air Traffic Controller: A humorous collection of stories from 8 years in the tower."

EAA Chapter 252-October
Thu, January 14, 2021 6:30 PM - 8:00 PM (CDT)

Access Code: 809-272-029

Link:

You can also dial in using your phone.
United States: [+1 \(571\) 317-3122](tel:+15713173122)

RV-12 Raffle



We are a small Aviation museum in South Central Texas, and a 501(c)3 non profit organization. We utilize antique aircraft to teach kids any of the aviation trades, from becoming a Pilot, Engineer, or A&P Mechanic. The museum arose from the realization that kids in our area had little or no exposure to Aviation, and a grass roots effort arose to create the museum, which morphed into the non-profit organization. At no expense to them, the kids learn in a J-3 Cub, and after soloing, transition into a Grumman Traveler for their PPL. So far, we've been pleased, with (at present) 5 kids in various Aviation Colleges (not too bad for a town of 2600 population).

The RV12 we are raffling was built by a friend and supporter of the museum, who passed shortly after completing it. He flew the airplane 5 hours, and at

present, we painted the aircraft and are finishing the certification flights. We will send the aircraft to a Vans specialist to have all the Service Letters complied with immediately prior to the drawing. The airplane is essentially a brand new aircraft, and beautifully constructed. The proceeds of the raffle benefit our ongoing "Kids in Aviation" scholarships and allow us to begin a new crop of young pilots and mechanics. In addition to the airplane, several more prizes are offered and have been sponsored by some great aviation companies like David Clark, Sporty's, and Garmin. I'm continuing to add prizes as the raffle continues.

There is much more information about us on our website (www.whereolddogsfly.org), Facebook (Texas Barnstorming Museum) and in past and upcoming articles in

General Aviation News.

If not too much trouble, would it be possible for you to share my letter with the members of your EAA Chapter?

The link to the raffle is-

<https://rafflecreator.com/pages/41866/vans-rv-12>

Thank you so much for your time and consideration, and if you or your members are in South Central Texas, please stop by! We have 2 yearly fly-ins with about 300 in attendance.

Thanks So Much,

Tailwinds,

Jim Baker

President, Texas Barnstorming Museum

(361)772-6434

Longtime Chapter Member John Schram Passes

Longtime chapter member John Schram passed away on December 4, 2020. He was 103. John, a US Navy veteran, was a frequent chapter volunteer, up to and including working on our Buster replica project putting in many hours at an age where the average person his age would be idle. How many people decide to learn a new skill like welding in their late 90s? John purchased many tools and parts used in the Buster project and donated them to the chapter. He was well-known among fellow chapter members for his sense of humor.



John began taking flying lessons in 1943 and progressed to the solo stage but was not able to complete his training. Then in 2014 he went for his first flight since 1951 and his interest rekindled... he began taking some lessons again with the Winnebago Flying Club!

At age 100 he was volunteering at EAA's Pioneer Airport logging flight times for Young Eagle flights given there, and he always enjoyed watching the young passengers grin after their first airplane rides. Blue skies and tail

winds, John... you will be missed are an inspiration to all of us.



EAA photo of John Schram volunteering at Pioneer Airport at age 100.

Fly-In Campfire Gatherings

David Leitig
Chapter Vice President

The next time you find yourself milling about a fly-in, meeting new friends and talking aviation, be sure to accept any invites you receive to a campsite or campfire hangout. The fly-in campfire, which may include a lager or ale, tends to lend itself to some fantastic flying stories. Some of which still haven't been proven to be true. In addition to these flying tales, plans are often hatched for the next day's flying activities. And if you're lucky, you may find yourself invited along.

Whether it's been at Oshkosh, Sun N' Fun, Blakesburg or a local chapter fly-in, I have often times found myself around an evening fire with newfound flying friends. Most recently, I was attending the Sun N' Fun Holiday Flying Festival for a few days, and on the Friday of the event a few friends suggested we take a golf cart ride around the campground. While rounding one of the corners near a community fire pit, we slowed a bit to check out the group sitting around the fire. As we slowed, one the gentlemen hollered at us to join them around the fire.

After exchanging a few introductions, the conversation of course turned to each of our involvement in aviation. One of my lesser known passions with aviation is my love for the warbirds. I'm not quite sure if it is the sounds, smells, history, or combination, but my initial interest in flying was sparked by the warbird training clinics being held the week before Oshkosh in my hometown of Kenosha, WI. And, for my time I in aviation, I still haven't gotten any time in a proper warbird. (Not taking anything away from the L-4, but there is something about a radial or V-12 hanging off the front.)

One of the gentleman across the fire, Mike, interrupted me. "One of our other pilots, Rich, is from Kenosha, WI. The four of us fly Nanchangs out of Ocala. We are going up tomorrow



afternoon, and you'll have to join us!" At first I thought he was joking, but he gave me his number, time of the briefing, and where to meet the group.

After getting a good night sleep, I headed over to the warbird ramp for our preflight briefing. During the briefing we discussed the entire flight; from start up to shut down. I was extremely impressed with the professionalism displayed by this group that affectionately called themselves "Humble Flight." Not only was the flight path discussed, but each different formation change was briefed. After start up, we taxied out to runway 27. One of the real interested features on the Nanchang is that the breaks are pneumatic! And turning is conducted by utilizing differently breaking, along with standard rudder inputs. As Rich pumped the breaks to help us turn, you could hear the pneumatic system operating with each pump.

Upon reaching the runway, we conducted a four ship run-up, but then ended up holding short of the for nearly 20 minutes! The field was socked in IFR until about 30 minutes

prior to our flight, so as soon as the field went VFR, the arrivals were showing up like bees on honey.

Once cleared for departure, we took off in two formations of two. Rich and I were lead. From the moment we rolled onto the runway, the hand signals began. To maintain radio silence, especially when still tuned into the tower, each pilot uses hand signals to call out formation changes, turns, ground movements and when each aircraft is ready for the take-off roll. As we began the take-off role, I immediately noticed Rich's rudder inputs. Since the Nanchang CJ-6 has 9-cylinder radial Huosai that rotates opposite of most US aircraft engines (counter-clockwise wise while looking at the aircraft), we needed left rudder on take-off, rather than right.

Once clear of the KLAL airspace, the four ships were joined up and began photo work. We shifted from a finger four, echelon, and diamond. The number three and four aircraft swapped positions multiple times, since the photographer was in the back of number three.



Twenty of minutes was plenty of time for photo work, so we turned back inbound to KLAL. Since the VFR arrivals had slowed down, we were able to request a number of photo passes. For the passes, we were restricted to 1000ft AGL and remain south of the main runway, to stay clear of the arrival corridor. We conducted three passes, once in each formation (finger four, echelon, and diamond) and then a final overhead break to land.

When conducting our overhead passes, when we turned the smoke on for the show crowd below. One of the most surprising aspects of the flight was when the cockpit started to fill with smoke during our passes. I had always assumed the smoke came out near the cowling, and trailed down and away from the aircraft. If you attended the November 2018 chapter

gathering, than you may remember my last encounter with a smoky cockpit was much less enjoyable... Rich quickly reassured me that the smoke was completely normal.

During our overhead break to land, Rich conducted a perfect short approach. Remember the pneumatic breaks I mentioned earlier? The landing gear system is also pneumatically operated, so as Rich dropped the gear you could really hear the air pressure release.

Taxing back to the warbird ramp was a real treat, as we pulled the canopy back and waved to the attendees. This gave me a great opportunity to soak in the rumble of Housai radial engine and smell of the exhaust.

I don't think words can properly thank Rich enough for this experience. The

flight's professionalism and gorgeous aircraft helped exceed my expectations for my first warbird formation flight experience.

Moral of this story, never turn down an invite to campfire to enjoy a cold beverage with a fellow aviation enthusiasts. You never know who you will meet or what opportunities might become available.

Welcome New Members!

Doug Milius
Chapter Membership

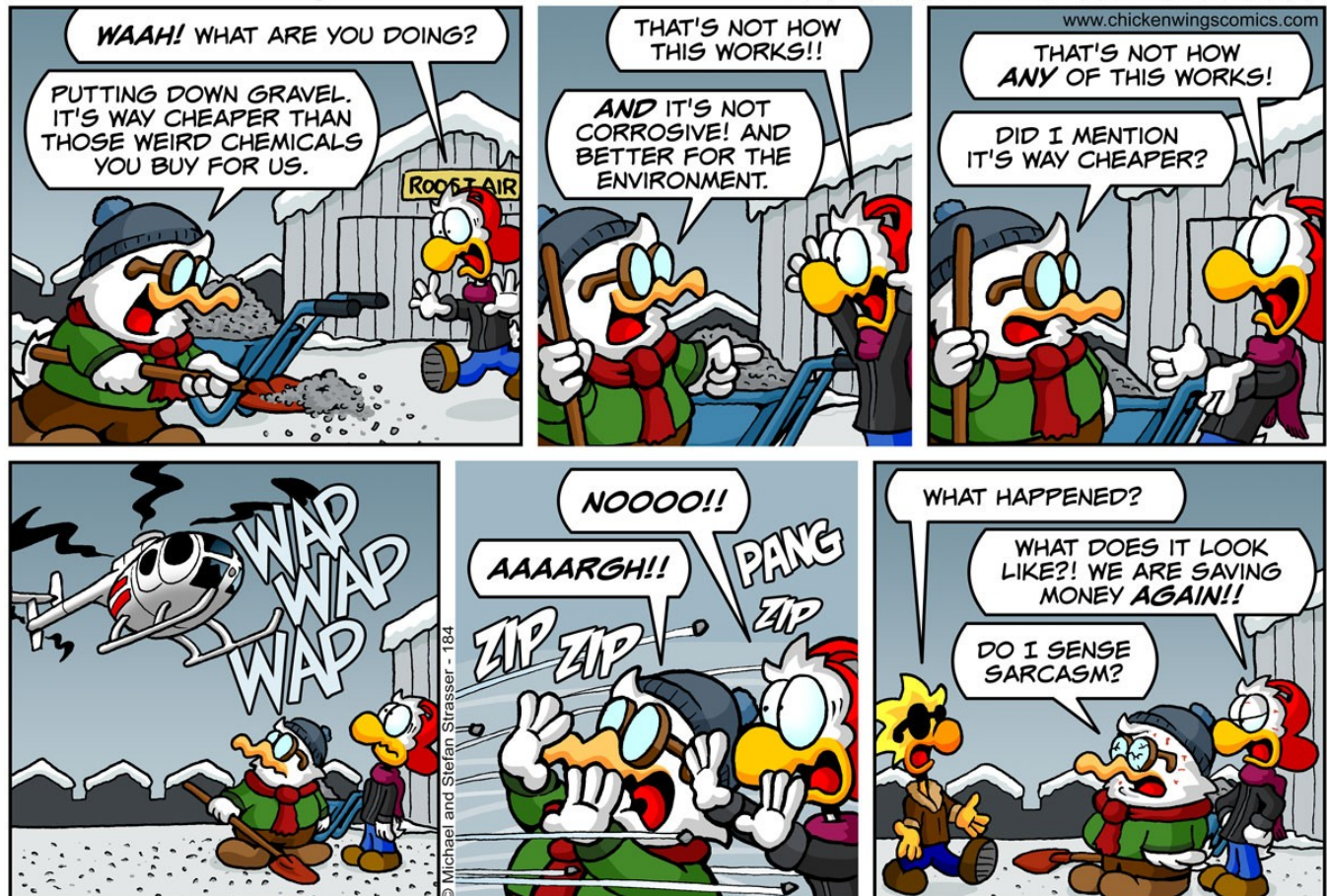
Mick and Diane Warning-Mick is a private pilot since 1979 and is currently building a Sky Reach Bushcat. Mick and Diane live in Pine River. Mick volunteers at AirVenture

helping with South 40 parking. He is retired from electrical motor controls where he was an engineer and in sales support. His brother and father also have their pilots licenses. Mick got his license at Brennands and has logged hours in the family Aeroncas and a

Monnett Moni he used to own. He's coming back to flying after a 30 year hiatus. Welcome to Chapter 252!

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



Is Your Destination Airport Ready For You in Winter?

Jim Cunningham
CFII

When you are based out of an airport that has its own extensive services, it gets easy to forget that other, smaller, airports might not be as well taken care of. Regional airports and/or airports with scheduled airline services can deal with weather situations like snow removal faster than others do. Runways, ramps, and hangar areas are cleared fairly quickly (well, maybe not the GA hangars if the emphasis is on keeping the airliners flying). If you are planning a flight in winter, it pays to plan ahead for possible airport situations at your destination.

Is the FBO going to be open when you get there if you need them? FBOs often operate on different hours in the off season... hours that may or may not

be posted. If you get there and they're closed and you require their services... problem. Call and verify before you begin your flight.

Similar to the above... if they are closed and you plan on using self-service fuel and there are problems with the system, no one may be available to assist you. Make sure you have sufficient fuel to at least fly to the next airport with minimums. Preferably more.

If it snowed overnight, are the runways clear? If the airport does not do its own snow removal it could be a while before the runways are cleared by the town's snow removal services... the airport may well not be a high priority and might not be cleared until later in the day.

In addition, there are instances where only part of an airport may be

cleared. The runway and part of a ramp might be cleared, along with a taxiway, but that's it. Check to determine that the part of the airport you need (e.g. fuel pumps) are cleared.

If the taxiways are narrow and you're in a low-wing aircraft, beware, especially as winter drags on and the plowed snow at the side of the taxiways get higher. Your wings may not clear the piles (ask chapter member John Monnett about having to delay test flights of the Xenos with its 45 foot 8 inch wingspan... see photo below).

Getting stuck at an airport for want of fuel or other services is never fun, but is notably less fun and has additional consequences in winter. Check your destination in detail before starting your flight, and have a solid Plan B in the event there are problems at your destination.



Member Profile: Doug Osterberg

Like many of us, Doug Osterberg has a family aviation history-- his dad worked for Boeing in Seattle and was an A&P and pilot and rebuilt a Champ. Later Doug followed in his footsteps, restoring a Chief that he subsequently learned to fly in. Like many instructors (including this author), Doug believes in the benefit of teaching students to fly in tail-draggers-- they learn to use their feet from day one and have to do so constantly!

Doug earned his CFI rating and instructed in college. He considered a professional airline career, but personal complications involved with obtaining and keeping a first class FAA medical, along with the numbers of pilots leaving the military after Vietnam, made him pursue a career in the paper industry after finishing college. Doug's flying was put on hold while he raised a family, another common occurrence among many in the aviation community.

Now retired and an empty nester

along with his wife Laurie, he is back to instructing after not working in primary training for over 25 years. He and Laurie have flown all over the United States and Canada, and have run marathons in many of the states they have visited over the years and his 4,900 hours of flight time.

Doug says he owns "too many" airplanes (this author believes this is not possible, but hey). He currently flies a Viking and a Citabria, and has another Viking project that is recovered, restored, and is ready for assembly. He is a co-owner on a Beech 18 project that he says has taken longer than anticipated (yet another aviation experience most of us can relate to...). One of the reasons



the Beech has been slow going of late is Doug's latest project-- a Lancair 4P. He is the third owner of this project, and hopes to be the one to finish it. (The author hereby claims dibbs on a ride when it's done!)



December 2020 Board Mtg Agenda

EAA Chapter 252

Thursday, December 17, 2020 - 6:00 pm

Virtual Meeting - GoToMeeting

Attending: Carrie Forster (President), Charlie Becker (Past President), David Leiting (Vice President), Fred Stadler (Treasurer), Serena Kamps (Secretary, Eagle Chair, Ray Scholar Coordinator, YE Co-Chair), Jim Casper (Board Member), Doug Milius (Membership Chair), John Forster (YE Co-Chair), Jim Cunningham (Newsletter Editor), Jakob Brouillette (Board Member), Wayne Daniels (Board Member)

Old Business:

Ray Aviation Scholarship Updates – Serena

Lucas is gathering together paper-work needed to complete solo report

Have not yet submitted application for 2021 scholarship.

Chapter Gatherings - presenters needed for the new year

January: Untold Stories from the Tower

Thursday, January 14

Jim Cunningham working on getting presenter for February

Spirit of ELO Award

Discussion

Membership Retention

Discussed options like PayPal and multi-year membership to encourage members to renew.

2021 Chapter Gatherings	Topic/Presenter	Food/Person responsible
Thursday January 14		
Thursday February 11		
Thursday, March 11		
Thursday, April 8		
Thursday, May 13		
Thursday, June 10		
Thursday, July 8		
Thursday, August 12		
Thursday, September 9		

2021 Board Mtgs	Location	Confirm Date?
January 28	ONLINE	
February 25		
March 25		
April 22		
May 27		
June 24		
July 22		
August 26		

Chapter 252 Hangar

817 W 20th Ave Oshkosh, Wisconsin 54902

Find Us Online!

www.eaa252.org

www.facebook.com/EAA252

Join the 252 Family!

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

**Doug Milius
1305 Maricopa Dr.
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The Pylon is the monthly newsletter of EAA Ch. 252 and is published monthly. Digital copies are emailed to each chapter member. Hard copies are mailed upon request to those without email access. Current and past copies can be accessed from the chapter website at www.252.eaachapter.org. If you have submissions for the newsletter, please send to editor Jim Cunningham no later than the 20th of each month preceding the issue month at jlcunni6@yahoo.com. Submissions received after the 20th will be included at the editor's discretion in the next month or held for a future publication.

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

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