

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

## President's Report— Carrie Forster



Thank you to all of you who joined us for our virtual chapter gathering in May. Thirty-Seven people joined us for Paul Dye's outstanding presentation about the shuttle program. Several members contacted me afterward to express that this was one of the best presentations our chapter has had. I was fascinated by all of the details he shared about shuttle operations and the whole process - what great insight into a fascinating program. Prior to Paul's presentation we had some time for members to chat and share updates about building projects and flying.

Adam White, Aviation Documentarian, will be our featured presenter for our July gathering. This will once again be a virtual event and prospective members and guests are very welcome to join us.

The board continues to meet virtually monthly and has been deciding about a month or two at time what our meeting format will be. We are watching state, county, and local guidelines to determine what's best. As I write this, in person large group activities such as festivals continue to be cancelled through the end of the year. Numbers of positive cases (percentage of positive tests) are on the rise in our area and our state. We will keep you updated on our decisions.

Although we all dearly miss meeting in person, the benefit is that we have a wider array of speakers to choose from since geographical proximity isn't a consideration in our virtual format. We will continue to take advantage of this benefit for as long as our chapter gatherings remain virtual.

We hope you join us on Thursday, July 9 to enjoy Adam White's presentation and connect with chapter members.

Blue Skies,  
Carrie

### July Chapter Gathering: Online

**June Virtual Chapter Gathering on Thursday, July 9:** Our guest this month is Adam White, a filmmaker best known in the aviation community for his award-winning series *The Restorers* and films such as *Red Tail Reborn*. Adam has also done work for organizations such as the CAF, and has worked on films, TV shows, and commercials. Adam and his wife Kara (also an aviation filmmaker) are AirVenture regulars and can also be found in Oshkosh at other times of the year working on various projects. Adam is going to talk to us about what it's like to make aviation documentaries... including fun aerial and location work. We look forward to hearing from him.



### Save the date!

#### July 9: Virtual Chapter Gathering.

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

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## June Chapter Gathering

Thirty seven chapter members and guests enjoyed the virtual gathering June 11. One of the advantages of a virtual gathering is being able to bring in guest speakers from anywhere in the world. This month we brought in Paul Dye, Editor at Large for Kitplanes Magazine. Paul is a long time homebuilder and retired from a NASA career where he served as the longest Mission Control

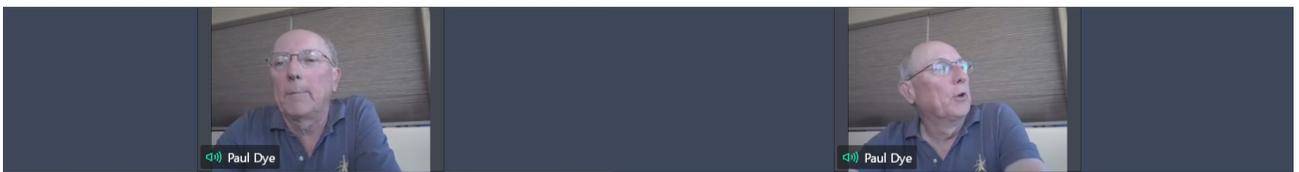
Flight Director in the organization's history. As part of his training for that position, Paul went through the same simulator training on the Space Shuttle as astronauts did. His presentation to us was a pilot's perspective on flying that magnificent vehicle. This was,

as we knew it would be, quite fascinating. Paul gave us an overview of the machine's specifications, design, and operating procedures, which differ just a tad from the single engine piston airplanes we are familiar with. Typical cruise speed for Shuttle was

14,800 knots, for example. But some aspects were surprising such as a maximum crosswind limitation of only 15 knots! Thanks to Paul for giving us an inside look at what it was like to fly one of the most remarkable flying machines ever built.

**Rockwell International Orbiter Performance**

- Takeoff Ground Roll 0 feet
- Takeoff over 50' Obstacle 0 feet
- Max Crosswind Component 15 kt
- Rate of Climb (Ascent) 132,000 fpm
- Cruise Speed (typical) 14,800 kt
- Orbital Altitude 100/315 nmi
- Landing roll (avg) 10,000 feet
- Landing roll (minimum) 4,000 feet



**VBAR APPROACH**

MCZ ET (h:mm)	Range (ft)	Rdot (fps)	EVENT
8 1:25	320	-0.20	VBAR ARRIVAL (X PULSES AS REQ'D TO NULL TARGET MOTION IN CAMERA)
1:42	110	-0.15	
1:46	75	-0.10	TRANSITION TO NORMZ. LOAD DAP A10/B10. CONFIGURE FOR SINGLE-X JET (DESELECT F1F/F2F)
9 1:54	30	-0.07	STATIONKEEP FOR 5 MINUTES IF ANGULAR ALIGNMENT MANEUVER REQUIRED
10 2:05	0	-0.10	DOCKING

# Chapter 252 News

**Chapter hangar space available:** We currently have space for another tenant in the chapter hangar. Contact Hangar Manager Jim Kress at 920-233-5660 or jim.kress@att.net for more information.

**Ray Scholar Update:** Chapter 252 Ray Scholar Lucas Pulvermacher is making progress on flight training with the Winnebedgo Flying Club. Reports indicate that he is close to making his first solo!

Serena Kemps has volunteered to serve as our chapter Eagle Flights Coordinator. If you know of anyone interested in receiving an Eagle Flight or learning more about the program she can be reached at av8rharpist@gmail.com

**New Eagle Flights Coordinator:**

The Experimental Aircraft Association is showcasing the whole spectrum of flight this summer in a virtual way, as Spirit of Aviation Week on July 21-25 will celebrate the entire aviation community.

The five-day event will include streamed and on-demand content, encompassing nearly every subset of aviation, with a focus on educational, informational, and entertaining content. EAA's special interest groups will also be heavily involved, bringing highlights that include homebuilts, warbirds, vintage, aerobatics, ultralights, and much more.

“Nothing can replace the Oshkosh experience in-person during AirVenture week, as that event personifies the common passion we have for flight, in all its wonderful ways,” said Jack J. Pelton, EAA’s CEO and chairman of the board. “As unfortunate as it was that the cancellation of AirVenture 2020 took away that personal experience, countless people and groups have stepped forward to ask what they could do to virtually create something from Oshkosh that brings us together as aviators and aviation enthusiasts. We’re going to incorporate as many of them as possible during a full five-day event.”

<https://www.eaatogether.org/>

## CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



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

**“Usually the last time they did one-- or even thought about one-- was on their last flight review two years prior.”**

**Jim Cunningham**  
**CFII**

I always have a pilot deal with a simulated engine failure as part of a flight review. Usually the last time they did one-- or even thought about one-- was on their last flight review two years prior. The result of this disuse can be a mediocre or substandard performance of the task. A little review and practice usually takes care of the matter. There are a number of different ways to handle an engine failure in flight; the larger and more complex the airplane the more complex the procedure. Start by reviewing your Pilot's Operating Handbook (POH).

In-flight engine failures are "significant emotional events" for most of us. Combine this with the disuse mentioned above and a pilot facing such a situation may well not be at their best at the very time when they need to be.

One of the easiest to remember procedures to for an engine failure is the "ABC" method (even in an emergency most of us should remember our ABCs).

**A: Airspeed.** Start getting the airplane flying at and trimmed to  $V_g$ -- your best glide speed. This will maximize your glide distance. See your POH to determine your  $V_g$ ; some aircraft will have more than one  $V_g$ , which is influenced by weight.

## The ABCs of Engine Failure

**B: Best field.** Look for and find your landing spot in the event your engine won't restart. When I give flight reviews I all too often see pilots start looking on the horizon for one. Look right near you first. You may not glide as far as you think for any number of reasons, so closer is better. More importantly, you will be able to see details of a closer landing site, and this may be crucial. At a distance, you will not be able to see things like power lines, fences, ditches, or stray cows. All of these can ruin your whole day in a forced landing.

**C: Checklist** (for restarting your engine and other things). See your POH for this. It's a good idea to keep this one memorized so review it a little more often than once every two years. One way to make it easier to implement is to use a flow-- check the items in sequence left to right or right to left rather than jumping all over the cockpit (unless your airplane's procedures specifically call for a required sequence). Using a flow will make it easier to deal with distractions and not miss an item. Note: If you are only a few hundred feet up, you probably won't have time for a full restart. Fly the airplane, secure your fuel and other systems as needed, and make the landing from your best immediate options.

**D: Declare emergency.** Let someone know you are executing a forced landing and will need assistance. If you are already talking to

ATC, inform who you happen to be talking to or are at least close to. Otherwise the frequency to use is 121.5. Give your position, aircraft type and color, and number of souls on board. If you have a transponder, use a 7700 squawk code. That will trigger alarms and attract attention on ATC radar displays. If you have ADS-B, it will also allow ATC to identify you. Don't forget to maintain aircraft control while you're doing this-- fly the airplane first.

**E. Exit strategy.** Review your POH for your forced landing procedure. Many will call for unlatching your doors before touchdown, for example. Make sure everyone is buckled in securely. Brief your passengers on how to egress.

**F. Fire prevention.** Once you are committed to a landing, shut everything off. Fuel selector valve to off, mixture to idle, ignition off, master off (you may want to hold off on the master if you have electric flaps). While you're doing all this -- fly the airplane.

**G. Get out.** Once you have followed your POH procedure on a forced landing regarding flaps, gear, etc., and have put the airplane down, it's time to get out.

Engine failures are rare, but if you do have one your life and the lives of those in your aircraft depend on handling the situation successfully. Don't wait until your flight review to review and practice one.

## Member Profile: Jakob Brouillette

Jakob Brouillette has experienced more takeoffs in airplanes than he has landings. That's because before he jumped out of them as a paratrooper in the 82nd Airborne during his service in the U.S. Army before he became a pilot. He recently tried civilian skydiving, and enjoyed it more than jumping in the military. "The Army knows how to take the fun out of anything," he quips.

As a child, Jakob enjoyed watching airplanes at the local airport. He found them so fascinating that he decided to build one while still in high school, and at age 15 he began working on a Legal Eagle ultralight. He and a friend had much of the work done on it before he graduated and began his military service. He worked on it here and there while home on leave, then finished it after he finished serving. He enjoyed working on it so much and was so focused that on more than one occasion he was surprised to find that night had fallen while he was in his workshop. He realized that this level of enthusiasm was a sign that he should become an A&P and/or engineer.

Once his Legal Eagle was completed, Jakob learned to fly it more or less self-taught, a method he does not recommend!

Jakob enrolled at Fox Valley Tech here in Oshkosh and graduated with his A&P and avionics degrees. While studying he discovered that the theory aspects of much of the work was what interested him the most and this motivated him to pursue an engi-



**"As a child, Jakob enjoyed watching airplanes at the local airport. He found them so fascinating that he decided to build one while still in high school, and at age 15 he began working on a Legal Eagle ultralight."**

neering degree; he has one year of that completed so far.

In 2017 Jakob was in the first EAA Sport Pilot Academy here at Oshkosh and obtained his initial pilot certificate; he now has over 500 hours of flight time and holds an Advanced Ground Instructor rating. After graduating from Fox Valley Tech, he worked at Discover Flight here in Oshkosh and later at Gulfstream in Appleton, where unfortunately the recent pandemic resulted in his being let go.

Not being one to stay idle, Jakob has used his newfound time to continue his work on an in-

strument rating. And if all that isn't enough, he has continued his military service since leaving the Army by serving in the National Guard, and has recently applied for flight training with the goal of flying UH-60 Blackhawk helicopters! His flight physical was recently completed and he is awaiting word on possible training start dates. We look forward to watching Jakob's aviation adventures unfold... we will all probably be saying "we knew him when" in the years to come.

## Longtime EAA Chapter 252 Member Volunteer of the Month

Longtime chapter member Lon Nanke was the EAA Volunteer of the Month and profiled in the June issue of Sport Aviation. It's hard to think of a chapter fly-in or other event that Lon has not volunteered to help for. Lon also at-

tends work parties at the EAA Seaplane Base to get the grounds ready for convention.

As the article relates, Lon is a docent at the EAA Aviation Museum... and as

any of us who visit know, he seems to be there all the time, greeting visitors.

We are proud to have you in Chapter 252 Lon, and thanks for all you do for us all!

# LON NANKE

**IF YOU'VE VISITED** the EAA Aviation Museum in the past seven or eight years, there's a good chance you've met docent Lon Nanke, EAA 187526. Lon has been volunteering with EAA in different capacities since about 1980, including as the transportation coordinator at the Seaplane Base during EAA AirVenture Oshkosh and at Pioneer Airport when it's open in the summer months.

For most of the year, Lon is a regular at the museum, welcoming visitors with a friendly smile and directing them where to go.

"When people come in, you greet them and see if they've been here before," Lon said. "Then, you take a map and tell them about the things and everything in here, get them started on a tour. I don't do tours, but get them on the right way to go, tell them what's in here, and so forth. Then, of course, when the summer's here, you tell them about the Pioneer Airport and going over there, with the youngsters getting Young Eagles rides and so forth."

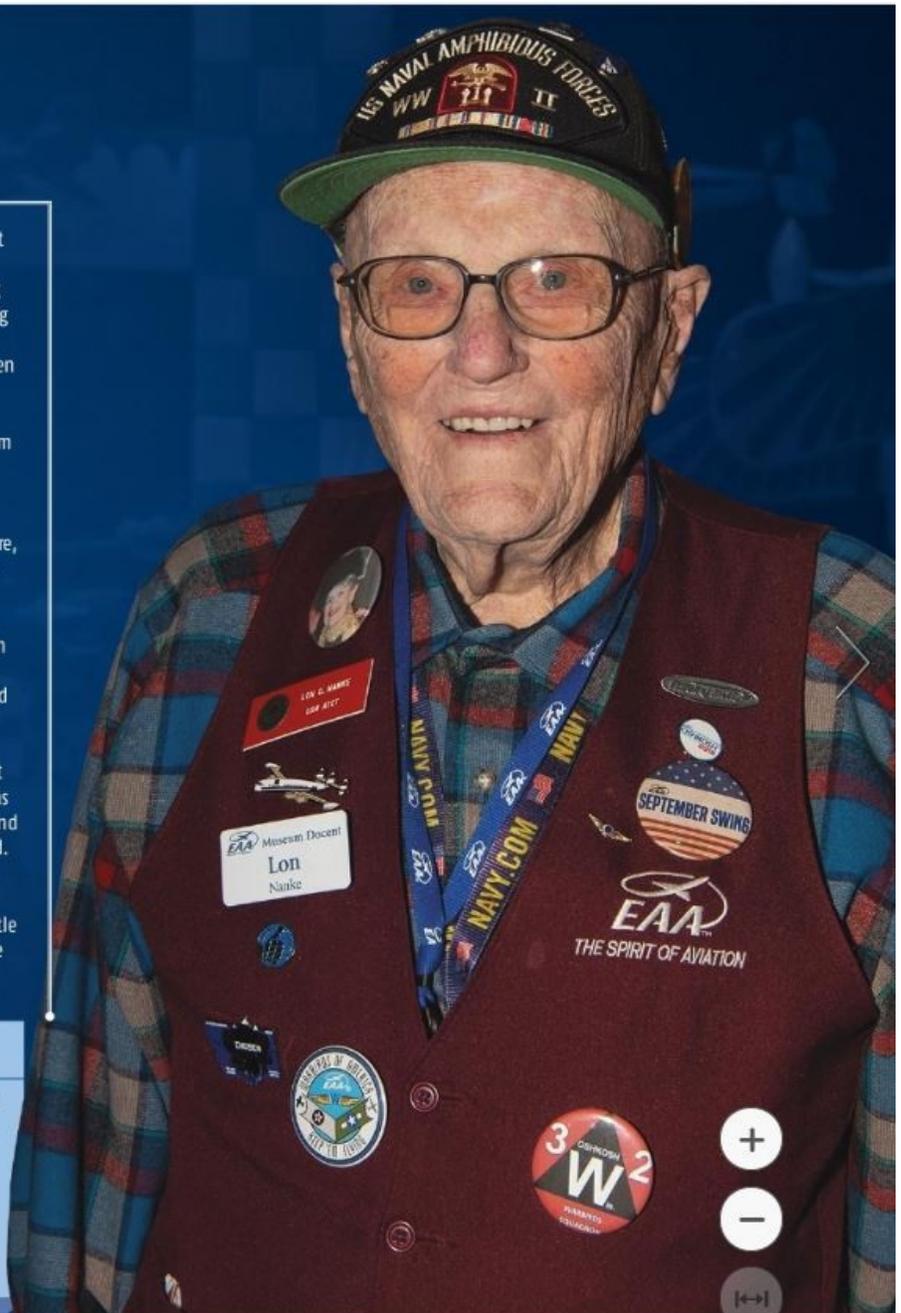
Lon doesn't remember exactly what got him interested in volunteering with EAA, but he's had a passion for aviation since 1945 when he first started flying. He can remember the first EAA fly-in convention at Curtiss-Wright Field in Milwaukee back in 1953. Since he's retired, Lon has made volunteering for EAA a daily routine and can be found in the museum constantly, even when he's not scheduled.

"I've always tried to help wherever I could," he said. "That's why I come in. I'm not always scheduled, but I come in. If they're short, then I work. I enjoy it. I get a little tired sometimes, but I enjoy it. I enjoy the people. They're all great."

### THANK YOU, VOLUNTEERS

Volunteers make EAA AirVenture Oshkosh — and just about everything else EAA does — possible. This space in *EAA Sport Aviation* is dedicated to thanking and shining the spotlight on volunteers from the community. Sadly, it cannot capture all of the thousands of volunteers who give so much to the community every year. So, next time you see a volunteer at AirVenture or elsewhere, however they are pitching in to make EAA better, be sure to thank them for it. It's the least we can do.

Do you know a volunteer you'd like to nominate for



## The Wittman Chronicles: Moving to Oshkosh

**Jim Cunningham**

The optimism and enthusiasm expressed at the dedication of the Oshkosh airport in 1927 was tragically short-lived. Robert Mensong managed the airport for just two years, then left for a position with Northwest Airlines.

Steve Wittman, who was down at the now-former airport at Fond du Lac managing most of the operations of the Pheasant Aircraft Company at the time, remembered, "They got another group in there called the Red Devil Flyers, and they sold a bunch of flight courses for wither solo or private certificates, gave each one a few lessons and then absconded." Oshkosh approached Wittman in early 1931 and asked him to help out for "a few months or maybe a few years."

"My going to Oshkosh was the result of Pheasant Aircraft Company shutting down and being out of a job," Wittman admitted.

Pheasant, like many of the small fledging airplane manufacturers of the late 1920s, had succumbed to the effects of the Great Depression. There was, however, more appeal than just managing the airport to Steve, who by then had gotten interested in air racing. "But I was also looking for a good place to build this little racing airplane I had in mind, and this offered the spot."

The Oshkosh airport of 1931 was still privately owned and typical for its day: 100 acres in size, it featured two unpaved runways. The east-west runway was 1,660 feet in length, while the north-south runway was a whopping 2,600 feet. The primary user at the time was Northwest Airlines, which also operated out of Fond du Lac, Neenah, Appleton, and Green Bay, according to Wittman. Air mail, rather than passenger operations, was their source of revenue.

The situation was difficult at best. Wittman slept in the

airport's hangar office and optimized his financial resources through careful planning and research to obtain three meals (with ice cream for dessert) from restaurants on a daily basis. His annual salary was \$0.00, a sum that would not change until 1953. He was, however, allowed to sub-lease hangars he leased from the county for as much profit as he could make as well as sell fuel and other services.

"In those days the commercial operation was quite meager. You would carry some passengers on Sundays and once in a while in the evening; otherwise we tried to conduct a flight school and get a few students," Wittman said. Portions of the airport were used for growing crops to help bring in additional revenue.

With demands on his time as airport manager being minimal, Wittman had time to start on building his raceplane.

**"But I was also looking for a good place to build this little racing airplane I had in mind, and this offered the spot."**



Wittman's *Chief Oshkosh* racer in an early configuration in front of the airport's only hangar at the time.

## Cessna 120 Project Update



My name is Dennis Moehn, and my current project is a 1946 Cessna 120. I selected the Cessna 120 primarily due to the fact that I had a lot of parts left over from my Last Cessna 140 project. I also had a Continental C90-14F engine I had overhauled that needed an aircraft.

Recently on this project, I received a FAA Field Approval to install a set of McCauley wheels and brakes off of a Cessna 152 aircraft. The project aircraft had come with an incomplete set of drum style wheels and brakes that are not currently supported by manufactures. Along with the wheel and brake changes I removed the main and tail landing gear, cleaned and repaired as needed, painted, and reinstalled the gear. I have attached a picture of the main gear.

I am currently working with the Milwaukee FSDO on another Field Approval to change the aircraft battery to a light weight, PowerSafe, Dry cell battery. Along with the battery change the Field Approval would also allow me to move the battery from aft of the cargo compartment to the aircraft firewall. The overall alteration will give the aircraft a reduction in weight, a reliable maintenance free battery, and eliminate the hazard of running a heavy gauge battery cable from the firewall all of the way back to the aft fuselage.

Working through the field approval process is always an education. In the battery installation for instance I had to determine the Ultimate Load Factor and test the battery installation to that load factor. If anyone is interested the Ultimate Load Factor information can be found in A.C. 43.13-2A. To keep it short the battery and box weigh 14.93 pounds, to prove the structure, I had to load the battery box to 4.5 Gs in the upward and sideward directions, 9.9 Gs in the downward direction, and 3.0 Gs in the forward direction. I am happy to report that the installation more that passed the test. The Field Approval Process can be found in FAA Order 8300.16A.



THE HOMEBUILDER'S

## Corner

by PAUL H. POBEREZNY



I SUPPOSE YOU WORLD WAR II folks recall the famous "Gremlins" that were always at work in the European skies causing all sorts of problems for the Allied aircraft — they were accused of most everything from making vapor trails, cutting out engines, even getting pilots lost, just to name a few. Well, last month one must have crawled out of Father MacGillivray's de Havilland Tiger Moth here in the Museum — a left-over from the big War, and found his way to the printer of *Sport Aviation*. He selected page 55 of last month's issue for his surprise — a full page advertisement for liquid refreshment. Something that good ole Milwaukee is noted for, but didn't quite match our philosophy. We are still looking for the little culprit, however, we have established some safe guards so that we, and you, won't be surprised in the future.

To the many of you who wrote to me on this matter, I would like to say 'thanks' for your sincerity and I am pleased to say that all letters received were presented in the true spirit of EAA and in a kind and objective manner.

Soon many of us will be meeting at Oshkosh, making new friends and getting acquainted with our new home. We have found it most difficult to describe to the community just what will take place — and as in the past, seeing will be believing. To most, it is some kind of Air Show coming to town. We even heard the comment that the group is a bunch of ruffians that were run out of Rockford. This we know is not true, however we humans will be humans when it comes to believing in or passing on rumors, and it will be the responsibility of all of us to insure that the same high standard of good fellowship and cleanliness that we have been noted for these past 17 years is not jeopardized by irresponsible acts.

The progress that has been made these past four months in converting the site from plowed farm land to its present condition must be called a miracle. With an extremely limited budget, all too few people to face a monumentous task of construction and tilling the soil. The response for financial assistance to our chapters has been commendable. The numbers of members coming to Oshkosh on each week-end to paint, build, install telephone and power poles, grading and our ever famous "Rock" Festival is most encouraging and we are pleased with the enthusiasm shown for our new home. "Rock" Festival — you're wondering? Yep, they came in all sizes from little ones to some king size boulders — yes, you guessed it. They are the hard — stone type that don't go good with airplane wheels and the men and women picked them by the ton.

Airport Manager Mike Brock has been most co-operative and has accomplished a lot of physical labor on his own time in preparing the Site. The FAA fellows in the Oshkosh Tower, all EAA members, are as co-operative as the fellows at Rockford. They also like our week-end Bratwurst Parties.

Each year we will continue to make site improvements and with your patience and understanding each year's homecoming will be the greatest.

We are very pleased with the progress of the International Aerobatic Club IAC, a division of the EAA. Already the group has over 500 members — under the leadership of Bob Heuer, a very dedicated individual. Along with the support and participation of his family and the directors, the IAC will be very instrumental in the promotion of improved pilot proficiency and technique. The five contests already held are a tribute to the foresight and dedication of the officers of this group, most who are airline pilots.

My family and I, along with the L. Paul Soucy family attended several IAC events. The Neunan, Georgia event was cancelled because of rain, but it is re-scheduled for October 3 & 4. The Annual Monroe, Louisiana IAC Aerobatic Contest was another great success under the leadership of Marion Cole. Audrey and I were very proud to witness son Tom's winning first place in the Intermediate Division of the aerobatic contest — his first contest flown in L. Paul Soucy's 180-hp Pitts — Butt Buster I. Now we know where he has been after dinner — out practicing.

We wish the members of our ACA — IAC team the very best in competing at the World Aerobatic Contest in England. All are flying homebuilts, a tribute to EAA and our country's individuality. They will be back in time for Oshkosh and the IAC Aerobatic Contest. Good luck Gene Soucy, Bob Schnuerle, Art Scholl, Charlie Hillard, Mary Gaffney and Bob Herendeen.

**July, 1970: Paul Poberezny describes preparations for the new Oshkosh EAA Convention site... and apologizes for a beer advertisement in *Sport Aviation*!**

## **May 2020 Board Mtg**

**Thursday, July 2, 2020 - 6:00– 7:00 PM**

### **Virtual Meeting - GoToMeeting**

Attending: Carrie Forster (President), Fred Stadler (Treasurer), Jakob Brouillette (Board Member), Jim Cunningham (Newsletter Editor), Serena Kamps (YE Co-Coordinator, Ray Scholarship Coordinator), John Forster (YE Co-Coordinator), Dennis Moehn, Wayne Daniels, Charlie Becker, Doug Milius (Membership Chair) Adam White (guest).

Ray Aviation Scholarship Updates: Serena reported that she is coordinating with Lucas, our scholar, and that he is close to solo. Pandemic limitations are going to affect the chapter celebrating his solo as well as his serving volunteering requirements; Serena will investigate options for both.

Eagle Flight Coordinator: Serena has offered to take over this position for the chapter.

July Chapter Gathering: To be virtual; guest will be aviation filmmaker Adam White. Adam joined the board meeting briefly to test his connection and say hello.

July Board Meeting: In view of AirVenture being canceled, the board agreed we should hold a meeting later this month (normally this is not done). The meeting will be July 23 and be virtual unless something changes.

August Chapter Gathering: After a lengthy discussion and vote, the decision was made to hold the meeting virtually once again given the uncertainties of the rapidly-changing pandemic situation at this time.

September Chapter Gathering and Flyin: After a lengthy discussion and vote, the board felt that it was too early to make any decisions at this time for chapter activities two months out, and that we should monitor the pandemic situation and guidelines as they evolve and make go/no-go decisions on these matters at future junctures.

Hangar Rental: Fred reported that the airplane project tenant currently using the hangar is not taking up much space and that we have room for another. We will advertise for another tenant. The board discussed whether the chapter should adjust the rental rate for the current tenant in view of the fact that their project is not taking up the typical amount of space. Carrie will contact the current tenant and discuss.

Virtual Programs: Ideas for various virtual programs were discussed such as a virtual Learn to Fly Day and possibly a watch party. These will be discussed further in future months for possible chapter activities.

<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	Annual Corn Roast	Munsil's Farm/Airstrip
Saturday, September 12	Pancake Breakfast/YE Rally	
Thursday, October 8		
Thursday, November 12		
Thursday, December 10		

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

## EAA Chapter 252 Directory

### Chapter 252 Hangar

817 W 20th Ave Oshkosh, Wisconsin 54902

### Find Us Online!

[www.eaa252.org](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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