

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

President's Report— Carrie Forster



I am very excited for our in person chapter gathering this Thursday at the chapter hangar. Chris Henry will be talking about the Apollo program. We will not have a meal this month but do hope to resume serving food safely in the coming months. The hangar will be open at 6:30 for social time, then at 7:00 we will have a brief meeting, followed by Chris' presentation. We will follow Covid precautions to keep everyone safe. I'm happy to see the vaccination rates climbing in Wisconsin, but since the CDC is still recommending masks while indoors, social distancing, and hand washing we will follow those guidelines as well. We will have hand sanitizer available, and also have masks if anyone needs one. The hangar door will be open so that our social time can take place out-

side of the hangar (let's hope we have good weather on Thursday!) and chairs will be spaced indoors.

I'm also pleased that we'll have an opportunity to congratulate Lucas Pulvermacher, our current Ray Scholar, on the progress he is making on the private pilot certificate. One of the key components of the Ray Aviation Scholarship Program is the mentorship provided to the scholar by members of the sponsoring EAA Chapter. I hope you'll take the opportunity to congratulate Lucas at the gathering and chat with him about his flying. He has recently completed two solo-cross countries. One of the many things I've missed during the pandemic and not being able to meet in person is that we haven't been able to provide Lucas the level of member support and interaction that we would have liked. Hopefully we'll be able to make up for that a bit over the summer before Lucas heads off to college in the fall.

We will be having a Young Eagle Rally on Saturday, June 12 for International Young Eagles Day. This event is pre-registration only (sign up link <https://youngeaglesday.org/?1727>) which will help us to better manage the number of people present at any given time and to use Covid precautions to keep the event safe for pilots and participants. Feel free to share the link with anyone who might be interested. Space is limited, but we do have slots still available.

I look forward to seeing all who can attend on Thursday!

Blue Skies,

Carrie

Save the date!

**May 13: IN PERSON
Chapter Gathering**

6:30 PM—8:30 PM

Chris Henry

**"Apollo: For All Man-
kind."**

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May Chapter Gathering: IN PERSON!



EAA's Chris Henry will present "Apollo-For All Mankind." This is the story of America's space program told in a unique way.

Thursday, May 13, 2021 6:30 PM - 8:00 PM (CDT)

Chapter gathering will be held at the EAA 252 Chapter Hangar. See back page for address.

April Chapter Gathering Report



Why I added a Seaplane Rating

Longtime chapter member and CFI John Dorsey shared his recent experience of adding a seaplane rating to his many aviation credentials in his presentation "Old Dog New Tricks." With his winter instructing in Florida being on the light side this year for

various reasons, John took some time to obtain his seaplane rating in Alabama at WaterWings based at the Shelby County airport. Like most seaplane add-on ratings, the course was designed for two days, including a checkride (a delay in examiner avail-

ability meant his specific instance took three). WaterWings uses a variety of aircraft for various seaplane ratings; John flew in an Aviat Husky on floats.

John told us that it was his first new rating in about 30 years, and brought him back to a student level, reminding him of what it's like to be on the learning and evaluation end of flight training and that the experience will help him as an instructor going forward.

John concluded by encouraging everyone to obtain a new flying experience to improve themselves as pilots. Be it a new rating, class add on, getting a checkout in a new and different type of aircraft, earning an endorsement such as a tailwheel signoff, or even a flight review that teaches new skills or refreshes long stale ones, any of these things will improve your piloting skills, and also, John reminded us, are fun and satisfying.

Young Eagles Rally Saturday, June 12, 2021

Our chapter will have a Young Eagles Rally on Saturday, June 12, 2021 which is International Young Eagles Day. The rally will take place from Weeks Hangar. Unlike the rallies at our Pancake Breakfast events, this rally is pre-registration only. Participants will

sign up for one of three available time slots so that we can better control the number of people present at one time. Pilots and participants will be asked to wear masks while inside the aircraft.

We do still have some available time slots, so if you know anyone who may be interested, ask them to sign up using this link: <https://youngeaglesday.org/?1727>

June Chapter Gathering: Ultimate Hangar Flying

We are looking for 3 - 5 members to share stories of a memorable flying experience at our June, in-person, chapter gathering.

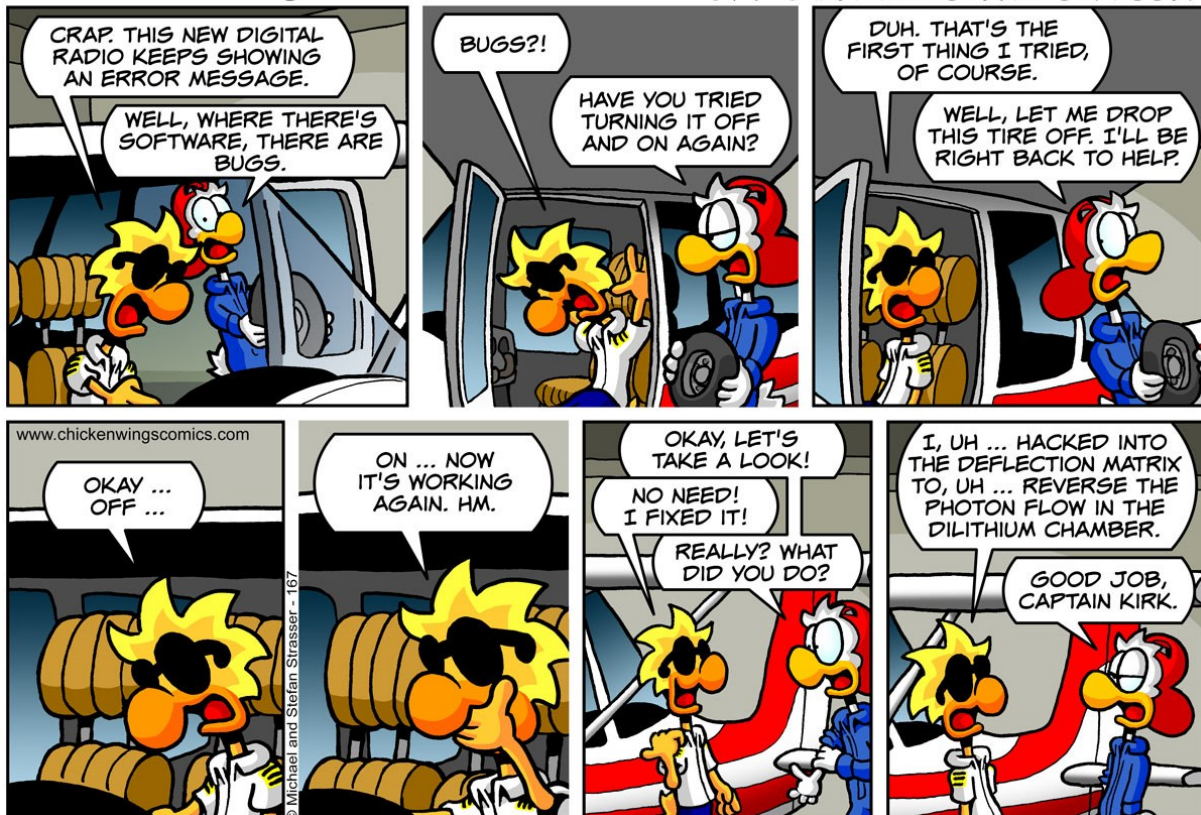
What is a memorable flying experience, you ask? The flight could be

memorable because the destination airport is interesting for its location (Mackinac Island KMCD) or history (First Flight KFFA comes to mind), or perhaps because of something worth doing nearby. Maybe it's just the flight itself or the aircraft you were flying. We're looking for 3 - 5 mem-

bers to share those stories. If they include photos, that's an extra bonus. If you are interested in sharing your story, email Carrie at ea252@gmail.com

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



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

Our Chapter is Selling Raffle Tickets for The Great 2021 EAA Aircraft Raffle

Tickets are \$100 apiece and \$20 of the ticket price will go directly to our chapter for any tickets we sell. A maximum of 4,000 tickets will be sold. The drawing will take place on August 1, 2021, at EAA AirVenture Oshkosh 2021.

The prize is a one of a kind Super Cub clone valued at \$150,000. This raffle aircraft—a PA-18 replica—is from-the-ground-up customized in a spectacular 50 Years in OSH theme and paint scheme. The winner can also elect a cash prize of \$25,000 in lieu of the aircraft.

Email EAA252@gmail.com or call **Charlie Becker 920-573-3381** to arrange a ticket purchase. **Ticket purchases must be made in Wisconsin. We will have some at our in person chapter meetings before convention.**

Thanks for supporting our chapter and EAA!



Welcome New Member

Doug Milius Chapter Membership

Sarah Marshall-Sarah is a lifetime EAA member. She is a student pilot and will take her part 107 exam this

year. She is also learning to become an aircraft dispatcher. Her husband Chris works for EAA and together they have fostered an interest in aviation. She is a former EAA Chapter 9 secretary and organized Young Ea-

gle rallies for the chapter. During Air Venture she volunteers at the awards office. She works at a customer service/research specialist. She also likes photography and astronomy. Welcome to Chapter 252!

Chapter Donation From Family of Longtime Chapter Member John Schram

EAA Chapter 252 would like to thank the family of late chapter member John Schram, who passed away earlier this year. We are told that John

specifically asked for a donation to be made from his estate to the chapter, which he was a longtime active member of.

Member Profile: Bruce Botterman

If you ask chapter member Bruce Botterman, Vice President of NewView Technologies here at Wittman Regional Airport, when he is going to retire, he will reply, "Why should I retire when I'm doing what I love?"

Bruce got his start in aviation working for United Airlines at O'Hare when he graduated high school in Arlington Heights, Illinois, in the early 1960s. He discovered he liked the maintenance department and started asking how he could become a professional. He was referred to Blackhawk Technical College in Janesville and earned his A&P ratings there, then went back to O'Hare and the airlines. Realizing he'd have to spend a couple of decades working night shifts before he could work day shifts, he and his wife Rae moved back to Janesville where he worked for an air freight company. After that operation folded, Bruce moved to Oshkosh in 1970 where he worked for Basler on their DC-3s, C-54s, and other aircraft.

After declining an offer to become the airport manager at Reedsburg after seeing the reaction of Rae to the family residence that came with it (a reaction he shared), he accepted a position with Max Air at Appleton. Bruce served in a variety of positions and eventually as general manager until leaving in 1995.

Bruce and Rae then decided to strike out on their own in the business world, and, after considering everything from fish hatcheries to restaurant franchises, they ended up buying an airplane window repair and polishing business and hauling all the inventory and equipment from Texas to Oshkosh themselves.

Bruce says their business—NewView Technologies—was literally a mom-and-pop operation for several years. Over time, the business grew beyond aircraft window work, and today they are perhaps better known today as our avionics shop here at Oshkosh. Bruce has presented for many years at Midwest Inspection Authorization Re-

resher Training programs and is the recipient of the Charles Taylor Award for 50 Years of Continuous Aircraft Maintenance, an award he greatly appreciates.

Bruce says that one of the reasons he spent so much time in aviation—and continues to do so—is because of the people. His customers are pleasant, principled, and take pride in their aircraft. He enjoys working with them and his employees.

Bruce is a pilot but has not been current in 15 years after medical issues made maintaining his FAA medical

certificate impractical; he owned a Piper Colt and later a Cessna 182.

Bruce and Rae are donors to Chapter 252, and Bruce is a firm believer in giving back to aviation. "If I can help someone with their airplane and teach, that's part of my job." For more information about NewView Technologies, see <https://newviewtech.com>. Thanks for all you do for our chapter, Bruce, and we're sure glad you chose an avionics business over a fish hatchery... otherwise instead of cool stuff like G5's we'd be talking to you about Garmin fish finders!



New Advisory Circular For Pilot Briefings

Jim Cunningham
CFII

Back in the distant 20th Century, pilots would obtain weather briefings either by using phones with cords or by (gasp) *walking* into a Flight Service Station (FSS) that were located at many towered airports. For the latter, the briefer at the counter would rip paper off teletype machines, discuss the contents, and gesture at maps. This would impress passengers a great deal, for they thought that pilots understood all the technical jargon and strange symbols, when in reality much of the time all the pilot really wanted was the briefer's approval or "VFR not recommended."

Telephone briefings could also be interesting. Just how interesting depended on the briefer. Most were terrific, helpful, and patient, but some could speak faster than the sped-up voice tracks issuing legal disclaimers on TV drug commercials. Pilots would scribble down weather observations, forecasts, warnings, and more. Sometimes the results were even legible. More ambitious pilots would try to draw maps that sometimes ended up being mistaken for their four-year-old's drawings and hung on the family refrigerator door by mistake.

Both of these scenarios had one thing in common: It was the briefer, not the pilot, who decided what weather information to gather and present as well as interpret and make a positive or negative recommendation on making the flight. Pilots could of course ask for additional data... if they knew what to ask for.

With the advent of freely-available online weather and FAA data, all of that changed. Thus was born the controversy about conducting a self-briefing with no documented record of the session and with data that was potentially less complete and current

compared to that supplied by a professional—does it meet the requirement in FAR 91.103 that a pilot must "*become familiar with all available information concerning that flight*"?

The unofficial consensus in the GA world was that if you obtained a briefing from a source that met FAA quality assurance measures for data currency, obtained all of the required information, and used a service that logged your briefing, you were good to go.

In March the FAA published a new Advisory Circular, 91-92, "Pilot's Guide to a Preflight Briefing." Although the document does not actually state that online self-briefings meet regulatory requirements, it comes about as close as they can get without actually saying it does: "*The FAA considers that a self-briefing may be compliant with current Federal aviation regulations. By self-briefing, pilots can often improve their knowledge of weather and aeronautical information.*"

There is also a stated acknowledgment that the role of the briefer is now that of a consultant... if the pilot wants one and makes a call to FSS. The emphasis is now on the pilot knowing how to obtain current preflight information, understand it, and be able to evaluate it for making their go/no-go decisions as well as while in flight. "*Pilots who have preflight weather/risk assessment and risk mitigation skills are better prepared to make in-flight decisions as real-time weather information is consumed. This allows Flight Service to become a consultative resource that can be utilized when needed.*"

The document is useful and is plain English rather than

the legalese of regulations. It lists specific weather services and products for pilots to use: the Aviation Weather Center <https://aviationweather.gov/> (make sure you create an account and log in when obtaining a briefing you intend to use for a flight rather than just perusing various information on the site) and the Leidos Flight Service (which now administers what used to be FSS system) <https://www.1800wxbrief.com>. The document reviews the various types of weather products available, many of which we have been using for decades, and reviews the various types of briefings (outlook, standard, abbreviated). The document also provides a self-briefing checklist, a list of do's and don'ts, and a list of online sources for supporting information (special use airspace activity, airport construction, detailed storm prediction, etc.).

Advisory Circular 91-92 is available for download at https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_91-92.pdf



Subject: Pilot's Guide to a Preflight Briefing

Advisory Circular

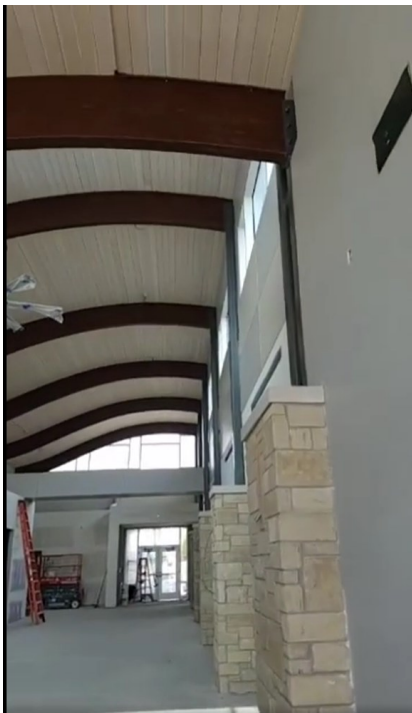
Date: 3/15/21 AC No: 91-92

Initiated by: AFS-800 Change:

- PURPOSE OF THIS ADVISORY CIRCULAR (AC).** This AC provides an educational roadmap for the development and implementation of preflight self-briefings, including planning, weather interpretation, and risk identification/mitigation skills. Pilots adopting these guidelines will be better prepared to interpret and utilize real-time weather information before departure and en route, in the cockpit, via technology like Automatic Dependent Surveillance-Broadcast (ADS-B) and via third-party providers. This AC provides guidance for required preflight actions under Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.103, which states, "Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight." This AC will also encourage pilots to utilize Flight Service in a consultative capacity, when needed. The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.
- AUDIENCE.** This AC applies to all pilots, flight instructors, and operators, with emphasis on operations conducted under part 91.
- WHERE YOU CAN FIND THIS AC.** You can find this AC on the Federal Aviation Administration (FAA) website at https://www.faa.gov/regulations_policies/advisory_circulars.
- DEFINITIONS.**
- Automatic Dependent Surveillance-Broadcast (ADS-B).** ADS-B is a foundational Next Generation Air Transportation System (NextGen) technology that uses information from the Global Positioning System (GPS) satellite system to track aircraft in real-time and improve situational awareness. The system architecture is composed of aircraft avionics and a ground infrastructure. Onboard avionics determine the position of the aircraft by using the Global Navigation Satellite System (GNSS) and transmitting this and additional information about the aircraft to ground stations for use by air traffic control (ATC), to ADS-B-equipped aircraft, and to other aviation service providers.
- ADS-B In.** ADS-B In offers traffic, weather, and flight information on permanently mounted ADS-B In receivers or handheld receivers.

More Oshkosh Terminal Progress

Wittman Regional Airport reports that the new terminal's airside exterior is nearly complete. Work continues on the interior, and by the time you read this work will probably be underway pouring concrete to tie in the ramp in front of the new facility with the rest of the pavement. Plans for completing the new terminal are on track for sometime next month (June). The remaining segments of the old terminal will be torn down after AirVenture 2021.



April 2021 Board Mtg Minutes
Thursday, April 22 at 6:00 p.m.
Virtual - GoToMeeting

Opportunity for sharing expenses for sewer and water

Fred spoke with Ben Jacobs, who is considering building a hangar north of the chapter hangar, Ben suggested sharing costs for getting sewer and water to both hangars (Jacobs has not committed to the project just yet; decision will be made soon)

This would be a unique opportunity to share what will be a significant expense for our hangar expansion

Could wait to continue the rest of the project if we chose, or try to get the project moving

MOTION by Fred, second by Wayne: Authorize spending up to \$10,000 to get sewer and water to the hangar, working in conjunction with Ben Jacobs who will be building a hangar next door. Motion carried. Fred will carry this forward.

Attending: Carrie Forster (President), Charlie Becker (Past President), David Leiting (Vice President), Wayne Daniels (Board Member), Doug Milius (Membership Chair), Jim Casper (Chapter Historian and Board Member), Dennis Moehn

Old Business:

Ray Aviation Scholarship - Carrie

Updates re: Lucas

Continuing to prepare for written exam

Completed one solo cross country last weekend; next one is scheduled

Carrie meeting first Monday of the month with Fred, Lucas, and Eric

2021 scholarship

No applicants yet

Important to choose the right person

Deadline with EAA in October; we had hoped to submit a candidate early so they could begin flight training over the summer, but better to wait and find the right candidate

Monthly Gatherings and Upcoming Events

May 13 - Chris Henry talking about the Apollo program (in person)

Clean tables - Jim Casper

Hand sanitizer, masks - Doug Milius will purchase

June - share memorable flights (Carrie will write up something for the Pylon to ask for volunteers to share their stories at the gathering; looking for 4 -5 people to share)

July?

August?

IMC Club

Andy Miller resigning from chairing the IMC club; new leadership needed

Just informational at this point, hopefully someone active in the IMC club will step forward to take over Andy's role

YE Credits - carryover

\$1745 (need to see what we've committed for our two scholarship recipients for air academies for 2022)

Double credits for all YE flights conducted in June, July, August

John Cooper making an adirondack chair for the blue barn

Submitted by Carrie Forster

YE Rally for International YE Day on June 12

Charlie: EAA has approved use of facilities and flying club aircraft to participate

Have 4 pilots so far

Sent email to waiting list kids

Other:

Fall Pancake Breakfast and YE Rally

Date Saturday, September 11

Committee chairs - David will talk to a couple of members who had previously volunteered to chair the spring 2020 event, which was canceled, and see if they are available and willing

Will need to work closely with Jim Schell to look at what's needed at the new terminal

(bathrooms, water, tables and chairs, etc.) - new location will require proper planning

Volunteers - start talking about the event at the May chapter gathering

Hangar Expansion - Fred

2021 Chapter Gatherings	Topic/Presenter
Thursday, May 13	Chris Henry, Apollo program
Thursday, June 10	Ultimate Hangar Flying - sharing your memorable flights
Saturday, June 12	YE Rally for International YE Day
Thursday, July 8	Doug will make contact with a potential presenter.
July 25 - August 1	AirVenture 2021
	AirVenture Pancake Breakfast -application request made for Saturday, July 24
Thursday, August 12	
Tuesday, August 23	Host Flying Hamburger Social New Terminal Building
Thursday, September 9	Corn Roast - Munsil's?
Saturday, September 11	Pancake Breakfast/YE Rally New Terminal Building
Saturday, September 25	Flying Start?
Thursday, October 14	Chris Henry, Huey, at the museum
Thursday, November 11	
Thursday, December 9	
Saturday, January	Holiday Gathering at the Roxy?

2020 Board Mtgs	Location	Confirm Date?
April 22	Virtual	
May 27	In Person - chapter hangar	
June 24	In Person - chapter hangar	
July 22	In Person - chapter hangar	Week before AirVenture - cancel or keep?
August 26		
September 23		
October 28		
November 25		Thanksgiving Day - change date
December 23		

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.

Renew your membership online from home at:

<https://chapters.eaa.org/ea252/join-renew>

The Pylon is the monthly newsletter of EAA Chapter 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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