

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

President's Report— Carrie Forster



Like every pilot I've talked to about their first solo, that day is etched in my memory. It was the day after Thanksgiving, seven years ago. Unlike the mild weather this year, we'd already had some snow and it was bitter cold that day. The sky was blue and the air was crisp and cold.

My instructor radioed the tower to tell the controller his student was going on first solo. ATC replied, "she's in good hands, just like All State."

My instructor, Tim, got out of the aircraft and went to wait with my husband, John. (John, by the way, spent that entire winter in the hangar with a blanket and a propane heater while I had my flying lessons. It was a bitter winter that year, too.) I remember the exhilaration and the fear. I am very cautious by nature and learning to fly was definitely different than anything I had ever done before. The plane felt like it leapt off the runway on that cold morning with only one person in the cockpit, just like I was warned it would.

Flying is one of my proudest accomplishments. I am not a technical person by nature. I didn't come to my interest in aviation as early as some people. Aviation came to me through human connection. My husband had been a private pilot for almost 20 years by the time I made that first solo. It was a passion from early in his childhood and he earned his private pilot certificate in his 30's when we had a young family. My daughter caught the bug from her father at a very early age and got her certificate soon after she turned 19. Through them, and through other pilots I met because of them, I also developed that passion for flying.

EAA also plays a big part in the reason I am a pilot today; really, the reason that all three of us are pilots today. John went to AirVenture by himself one year when our children were quite small. He came home determined to start training. The next year, we all went to AirVenture together and I don't think we missed a year since. The atmosphere of the convention and the people you meet are perfect catalysts.

Many pilots overcome great obstacles in learning to fly - perhaps obstacles of time, money, or support. When I learned to fly, we had recently become empty nesters and I needed something new to do. John and been flying for years, when he had time and money to do so. When I started training my resources weren't unlimited, but I certainly had more time and money than we had when John did his training. Aside from the obvious obstacles I mentioned, I think many pilots fail to complete their training or fail to keep flying once they have their ticket if they don't have enough support. I know that's what made the difference for me. I had someone, in addition to my instructor, that I could study with, debrief with, and just talk airplanes with. That support made learning to fly more approachable and certainly more fun.

That was also the point that I joined our chapter. Forming the friendships and relationships I have during the time I've been a member of Chapter 252 has helped me to be a better, safer pilot and has certainly been more fun.

Speaking of our chapter, thank you to all who did the online ballot for our officer elections. As you know, we only had one candidate for each office. Our elected officers for 2021-2022 are President - Carrie Forster; Vice - President - David Leiting; Secretary - Serena Kamps; and Treasurer - Fred Stadler. We will work hard to continue providing the best support and resources that we can for our members both virtually as we are doing currently, and once we are able to resume gatherings and programs in person sometime in 2021.

Save the date!

December 10: Virtual Chapter Gathering Online

7:00 PM

EAA Wright Brothers Memorial Banquet (Virtual)

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November Chapter Gathering Report



Chapter member Fred Stadler gave a fascinating presentation on Bob Shank, an aviator from the early days of flight. Among other accomplishments, Shank owned EAA's TravelAir, an airplane near and dear to Fred's heart. Earlier Shank had an airplane custom designed and built for him and was taught to fly by none other than Eddie Stinson

of Stinson Aircraft. Audio recordings Fred was given by Shank's family and played for us revealed that Shank was a typical larger than life early aviator character who somehow survived in spite of his actions. Shank eventually recognized the dangers associated with flying at the time and became more conservative when he started a family. He relocated from the eastern US to Indiana and instructed for Butler University during WWII and opened Bob Shank Airport in 1944. He retired in 1957 and passed away at age 76 in 1968.

December Chapter Gathering Online

Thursday, December 10 7:00 PM.

The EAA Wright Brothers Memorial Banquet is going to be virtual this year due to the pandemic, and since it falls on our chapter gathering date, we're going to have the event be our chapter gathering for December. After all, how do you top astronaut Jim Lovell as a guest speaker? Registration for the

event is free for EAA members. For more information and registration information see:

<https://www.eaa.org/eea-museum/eea-museum-events/wright-brothers-banquet>

Wright Brothers Memorial Banquet – Virtual Event

December 10, 2020 – This annual banquet honors the spirit and achievements of the Wright Brothers.

WRIGHT BROTHERS
MEMORIAL BANQUET

FEATURING
CAPT. JIM LOVELL
HOSTED BY CHARLIE PRECOURT

Thursday, December 10, 2020
LIVE STREAMED AT
EAA.ORG/WRIGHTBROTHERS

Because of the limitations on large gatherings due to the COVID-19 pandemic, this year's event will be a virtual one, open to all EAA members at no charge. EAA members must log in to their EAA.org web account and visit EAA.org/WrightBrothers to access the event. Nonmembers may attend the event by first purchasing a one-year EAA membership for \$40 at EAA.org/Join, and then creating a member web account at EAA.org.

The live stream will begin at 7 p.m. CST. A recording of the event will also be available on demand for members to view at their convenience.

This year, we're honored to host Capt. Jim Lovell as we look back on the 50th anniversary of the Apollo 13 mission, and the heroic efforts by all involved that brought him and his crewmates safely home. Join us here on December 10, 2020, to hear his firsthand account of that harrowing mission. Mark your calendars and watch for more announcements on our [Facebook event page!](#)

2021 Chapter Dues

Doug Milius
Chapter Membership

Happy Holidays to all of our members in Chapter 252! I know a lot of you have paid your dues in the past at one of our chapter monthly meetings. Covid has made a lot of things a lot more difficult this year. Because we are still having virtual chapter meetings there are basically only two ways to renew your Chapter 252 member-

ship: 1.) Mail your dues directly to me with a check made out to **EAA Chapter 252 at 1305 Maricopa Dr Oshkosh WI 54904** or 2.) Use Paypal with this link <https://chapters.eaa.org/ea252/join-renew>. There is no extra fee for you to use Paypal. The Paypal link can be found towards the bottom of the renewal page.

Dues remain only \$20.00 a year for a regular or family membership. Family membership includes children under

the age of 18 who still live at home. Family membership also includes husband and wife. Student membership for young adults going to school at age 18 and over is \$10.00 a year.

Thank you for your continued support of our chapter. Your dues help with our ongoing expenses to keep and maintain our chapter hangar. Additional donations are always greatly appreciated especially in these less than ideal times.

Help the Chapter via Amazon Smile

Fred Stadler
Chapter Treasurer

A painless way that you can help Chapter 252 is by using the Amazon Smile program, which automatically donates a half percent of your spending on Amazon purchases and doesn't increase your cost. All you have to do is visit smile.amazon.com and select "Experimental Aircraft Association Steve Wittman Chapter 252" as your designated charity or you can use this link: <https://smile.amazon.com/ch/39-1945468>. Then whenever you buy something on smile.amazon.com, funds are directed to the chapter and paid

quarterly. So buying gifts for yourself or for others can help the Chapter, too.



CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



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

Chapter Member Serena Kamps Earns Instrument Rating



Serena Kamps
Chapter Secretary
Young Eagle/Eagle Coordinator

It's been slightly over seven years since I obtained my private pilot's license. I always knew I wanted to continue my training beyond that and the instrument rating was next in the logical progression. I had heard from various folks that it would almost certainly prove to be the most difficult of any rating I would get so I went into it duly warned but you really can't fully understand what you're getting into until you're there. I found it every bit as challenging as I was told it would be and then some! There were the usual challenges around schedule, instructor and airplane which led to on-and-off training over the course of several years and resulted in considerable frustration at the length of time it was taking. About a year ago, I finally took and passed the knowledge test and began flight training once again but with the added impetus of knowing that I was now on a two-year time limit until I would have to take the knowledge test again. This along with friends who sometimes led, sometimes pushed, sometimes dragged me, kept me moving forward. It still wasn't fast, but it was steady.

Some of the biggest struggles for me during flight training were:

Learning to visualize the invisible courses, fixes, and patterns that make up instrument flying and always knowing where you are in relation to them when you have nothing more than the instruments for visual reference. Being able to understand and create a picture in my mind of what those lines and numbers were telling me was a

new and different experience for me.

Dealing with the IFR training environment which is actually quite a bit more challenging than flying in the actual IFR system it seems. Juggling VFR radio calls with hypothetical IFR ones with amateur ATC controllers (i.e. flight instructors) and doing multiple different approaches back-to-back are examples of this.

There were positives too. I was blessed to have access to a flight simulator which definitely saved me hundreds of dollars in training costs. Even the life changes that resulted from the pandemic became an unexpected blessing when my schedule opened up to allow training that otherwise just wouldn't have been able to happen.

Even so, in the middle of endless training sessions it was easy to get so bogged down in the hundreds of tiny details that are instrument flying that it was sometimes difficult to see progress and there were a few times I wondered if I should even continue. How could I ever gain the skill and confidence necessary to pass a checkride? But slowly, steadily, it was happening even when I couldn't see it. Those countless hours of training in the airplane or on the sim, drilling procedures, reviewing oral

questions, memorizing checklists, systems, etc., etc. were paying off and one day things began to click into place. About a month and a half later, I was poised to take my checkride. Although pretty nervous beforehand, I took each part of it in stride. One question at a time during the oral, one task at a time during the flight portion and was thrilled to hear the examiner tell me I had passed. On November 21st, I became an instrument-rated pilot!

Lessons learned/advice to others:

Don't give up. Just when things look most hopeless is often when the most significant progress is being made or is about to be made.

Enjoy the journey. No matter how long it takes, as long as you continue putting one foot in front of the other, you are progressing.

Take time to step back now and then to recognize and celebrate how far you've come.

Obtaining my instrument rating has undoubtedly been the toughest mountain I've yet climbed in my aviation journey, requiring grit, determination and persistence like nothing else I've ever done. Was it worth it? Absolutely! Achieving the summit and looking at the magnificent view from here, or, perhaps more aptly put for instrument flying, breaking out of the clouds and seeing a beautifully lit runway exactly lined up in front of me, has been well worth the struggle and gives me a feeling of accomplishment like few other things I've done in life. It's grown me both as a pilot and a person and stretched me beyond the limits of what I thought I could achieve.

I would be remiss if I didn't thank my friends: Instructor, Nathan, EAA 1064464 and fellow instrument student, safety pilot and many times pseudo instructor, Jakob, EAA 833876 for their patience and perseverance in coaching and cajoling me through the training process. Thanks for not giving up on me!

Chapter Member Dennis Moehn's Cessna 140 Restoration Featured in EAA Vintage Airplane Magazine

Chapter member and past president Dennis Moehn's Cessna 140 is the subject of a detailed article in the September/October issue of *Vintage Airplane* magazine. Congrats Dennis! (Read more about him on the next page!)



HARD WORK, GRIT, PASSION, PERSEVERANCE.
All the ingredients necessary to restore an airplane. Dennis Moehn has all of that and more. He doesn't stop at satisfactory; he goes the extra mile and passes on his knowledge and expertise to those in need of a mentor.

FROM SMALL BEGINNINGS TO PASSING THE TORCH TO THE NEXT GENERATION

CHRISTINA BASKIN



THE RESTORATION

The first thing Dennis did was disassemble the aircraft and inspect everything.

"When I started disassembling it, I was kind of disappointed in what I discovered," he said. "As I took the control surfaces apart, it had corrosion on the inside, as well as cracks. So, all of the control surfaces ended up coming apart and getting reskinned. It needed new elevators spars. The horizontal stabilizer was also damaged, so that also came all the way apart."

He said he knew he would be able to repair the damage, but it was a matter of how long the restoration process would take.

"I was a little disappointed in what previous owners had covered up with primer and stuff like that. But, in any restoration, you have to expect some of this. And again, taking a 140 with a lot of parts out there, I pretty much found everything that I needed; it would have been a much bigger deal had I been restoring something where parts weren't as readily available."

The other thing that Dennis noticed upon further inspection was corrosion to the spar.

"When I took the primer off of the wings and I took the pan out from under the fuel tank, I found out that there was spar corrosion," he said. "I had to purchase a second set of 140 wings from Myers Aviation, and out of the two of them, I made an airworthy set. To do that, I did a thorough inspection of the original wings and new ones and decided what I could repair using AC 43.13 [Federal aviation regulations for maintenance, preventive maintenance, rebuilding, and alteration]. You just evaluate all the pieces that you have. You start pulling ribs from the one set of wings that wasn't going to be salvageable and moving them over to the new wing in a wing jig to keep it square and rigid. Working from one end of the wing to the other, making new parts or pulling them off of the old one. I think restoring the wings back to airworthy condition was probably the hardest part, simply because of the number of pieces that had to be changed, wing ribs that had to be replaced, and things like that."

Dennis said due to the corrosion on the lower spar caps of two different spars, he had to get a designated engineering representative repair.

"There was a problem with the lower web of the forward spar that was corroded beyond allowable limits," he said. "So, to repair the forward spars to make them airworthy, I had to get a DER to give me a legal repair for the forward spars that were on the original set of wings. AC 43.13 are general repairs that you can use for minor damage. So, they're very general. And as soon as you get beyond the allowable limits for 43.13, you then need a specific engineering evaluation of the issue that you have."

He said the other issue he ran into was that the original fabric-attachment clips had worn.

"I ended up doing a Dip Dips Pop rivet modification using Pop rivets to hold the fabric on the wings, instead of the normal clips that Cessna put on there," Dennis said.

He said the best piece of advice he can give is to do a thorough inspection prior to purchasing any project, because he might have noticed the corrosion damage had he spent more time looking at the airplane prior to purchasing.

MAJOR FIRSTS

First experience with fabric covering

When it came to the fabric covering, Dennis decided to phone a friend since he had no experience in this area.

"With the help of a good friend, Tracy Noack, the fabric covering turned out great," he said. "It was a real good learning experience. I'm probably more apt to go and do an airplane by myself now. I would probably still have Tracy watch over my shoulder as I do my next one, though."

Dennis met Tracy when he was invited to her hangar by mutual friends for Sunday morning coffee. They got to talking, and Dennis came to learn that Tracy had quite a bit of experience in fabric covering.

"We used the Stits process, and I really like [it]. There are some water-based ones that are coming out, but I think I'd stick to the Stits when doing it again," he said. "I was just really happy with how the fabric turned out. I ended up using a Ranthane paint on it, and that was the first time I had used that paint process, and it turned out really well."

There's a first time for everything! In addition to the first time doing fabric covering, Dennis said this was his first time going through the engineering field approval process as well.

"You need a field approval when you want to change something on your airplane from how it was originally built," he explained. "The airplane has Cessna 150 seats in it, and that was quite a detailed field approval process. There is an airworthiness directive on the Cessna 150 seats. The FAA is very reluctant to allow a modification to an airplane that introduces an AD to a fuselage that would normally not have it. When you adjust your seat, the seat is held in the seat track with a pin. And the problem is when the seat tracks get worn out enough, that pin ends up popping out of the track and the seat goes sliding back."

"So, picture yourself in one of these airplanes and you just took off out of Oshkosh, and all of a sudden, your seat goes from where you adjusted it to, to the back of the track while you're hanging on to the control yoke. So, it might pull you into a high angle of attack and probably a stall!" he said. "What the FAA is worried about is, when somebody goes and does an annual on my 140 and they pull up all of the ADs that apply to assessment 140, that seat track AD wouldn't normally come up unless they did a search for the seat tracks that I put in there. So, the FAA's worry is that those seat track holes wouldn't get inspected because an unwary inspector wouldn't know to look for it on that airplane."

Dennis said going through this process firsthand was a great experience because now he can better explain it to his students.

The difference between a field approval and DER, as stated by the FAA on its website: If the alteration requires approval of data beyond the DER's authority, then additional approval, such as an FAA field approval or supplemental type certificate, is required.



Member Profile: Dennis Moehn



One of the tasks of military jet teams is to inspire young people. The Canadian Snowbirds did just that when they performed at Oshkosh in 1983 and Dennis Moehn saw them in the air while working on his family dairy farm in Stockbridge across Lake Winnebago. One of 10 children, he later got further inspired when a high school industrial arts teacher took him for a flight in a Cessna 170.

Dennis earned his private pilot's license at age 17. Without any knowledge or mentoring to inform how to become a pilot as a profession, Dennis instead went into the technical side of aviation and attended Blackhawk Technical College in Janesville to become an A&P, then worked for Delta Airlines in Atlanta for the next 18 years maintaining their 767s and L-1011s. Some of those years involved 12 hour days

seven days a week of work and overtime for up to six months straight.

After Delta declared bankruptcy in 2000 and negatively impacted their employee pensions, Dennis determined it was time to explore a different aspect of an aviation maintenance career and came home to Wisconsin to teach here at Fox Valley Tech.

To learn more about GA aircraft after working on jets, Dennis decided to restore a Cessna 172, and says this helped him with teaching future A&Ps a great deal. The lack of system redundancy in particular makes for a different thought process on sign offs compared to airline work. In addition to teaching at Fox Valley Tech and holding A&P and IA ratings, he is a DME-- Designated Mechanic Examiner, only one of four in Wisconsin. A DME per-

forms the same functions as a DPE that most of are familiar with for pilot practical tests, but for mechanics. Most of his applicants are Fox Valley Tech students, but he also conducts tests for others who have earned A&P qualifications from on-the-job training and other programs.

Next Dennis built a Zenith 750... and observes that building is easier than restoring since everything is new and there is no evaluation and restoration process. He is

now restoring a Cessna 120. When asked if he plans for another project after this one, he said that he'd like to try something that's faster such as an RV-8.

Dennis is a past president of Chapter 252, serves on the chapter board, and can found attending most chapter activities. He's often seen working the grill for chapter cookouts. Usually he's in the company of his wife Karen, who keeps the chapter supplied with some of the best cookies on the planet.

Quick Icing Review

Jim Cunningham
CFII

Ice is where it is found, which is not always where it is forecast. Someone can follow through an area where a plane flew a short time before with no problems and find themselves getting ice. A negative report in and of itself does not mean you can stop checking for ice.

Ice will usually form first on things that stick out of your airplane-- antennas, probes, rivets, etc. Watch them carefully. Be sure to use your flashlight at night.

The adiabatic lapse rate-- the rate temperature changes with height in the atmosphere-- is 3 degrees Celsius per thousand feet. While that's a handy initial planning number and rule of thumb, reality varies from it, well, a lot. Check your OAT in flight regularly.

There are ways of getting caught in ice in VFR conditions. One of the most common is to get under a warm front in

freezing rain. Warm fronts are large and horizontal. Rain in areas up high that are above freezing cools as it falls and enters air that is below freezing, and instantly turns to clear ice when it strikes your airplane. Watch for these conditions in your weather briefings.

Rime ice usually forms on leading edges first and is composed of small water droplets that freeze on contact.

Clear ice forms from large water droplets that freeze on contact with the aircraft, and often streak backward along wings, etc. thus significantly disrupting airflow. It can easily ruin your whole day and is the worst form of icing.

Mixed icing is, well, a combination of rime and mixed.

Ice reduces lift by changing the aerodynamic qualities of your wings and other control surfaces it forms on, along with your prop. It can also cover your windshield, pitot tube (giving erroneous airspeed indications), and in extreme conditions, your engine inlets.

Significant icing can add weight to your airplane. If you're nearing max gross this can be a significant factor. Even if you're not near max gross significant ice can add enough weight to a specific area to change your CG position and alter the aircraft's stability.

Ice will change your stall speed for the worse (i.e. increase it). If you have ice on landing, consider adding some speed. Also, be aware that your flaps might be frozen up (or down). Even if they aren't frozen be careful about using them-- doing so with the new iced aerodynamic properties of your wings can result in a configuration that won't keep you flying. Maybe keep them in the configuration they are in-- you know the airplane is flying.

Weather information on icing is now better than ever. There are graphic prediction models for various altitudes available at aviationweather.gov and with ADS-B in all sorts of data like PIREPs, AIRMETs, and SIGMETs are beamed into your cockpit. These are valuable tools, but they are not the final word... ice is, in the end, where you find it.

This is just a short list for review. For more information on the subject, see the FAA Advisory Circular "Pilot Guide: Flight in Icing Conditions" available online at https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_91-74B.pdf

Icing Intensity Classification	
Intensity	Rate of Accumulation
Trace	Perceptible, no significant accumulation
Light	Significant accumulations for prolonged flight (over 1 hour)
Moderate	Significant accumulations for shorter periods of flight
Severe	Rapid, dangerous accumulations

Icing Intensity Effects	
Icing Intensity	Airframe Ice Accumulation
Trace	Usually not hazardous event if de-icing/anti-icing equipment is NOT used
Light	Occasional use of de-icing/anti-icing equipment removes/prevents accumulation
Moderate	Rate of accumulation is such that even short encounters become potentially hazardous and use of de-icing/anti-icing equipment or flight diversion is necessary
Severe	De-icing/anti-icing equipment fails to reduce or control the hazard. Immediate flight diversion is necessary

Pipistrel Panthera Visits Oshkosh



Jim Cunningham

Your newsletter editor was happy to note that the tour stop for the Pipistrel Panthera here at Oshkosh had been rescheduled after last month's delay and dashed over to Basler's temporary quarters in what's left of the old terminal (Hey can someone get the Olds-powered Tailwind down and save the Wittman murals before the place goes under the wrecking ball?) on December 3 to check the airplane out. After following the development of this remarkable aircraft in the aviation media for several years it was great to see it in person. It did not disappoint. It looks like it's going at its 200 knot cruise speed just sitting on the ramp. They picked a good name for it... it looks like a sleek panther ready to spring forward. Sitting in it reinforced the notion that if you took a Cirrus or DA40 and crossed it with a fast sports car, this is what you'd get. The cockpit is roomy and comfortable, and the reclined seats contributed to sporty feeling. The cock-



pit ergonomics are excellent-- everything is within reach (no trying to lean down to the side floor to switch fuel tanks on this airplane). Controls and switch layouts are simple and elegant. As soon as your editor gets

an extra \$600,000, he will be purchasing one, but the odds are far more likely that he will be struck by lightning. For more info see <https://www.pipistrel-aircraft.com/aircraft/cruising/panthera/>



November 2020 Board Mtg Agenda

EAA Chapter 252

Thursday, November 19, 2020 - 6:00 pm

Virtual Meeting - GoToMeeting

Attending: Carrie Forster (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), Jim Kress (Hangar Manager), Jakob Brouillette (Board Member)

Old Business:

Ray Aviation Scholarship Updates - Serena

Serena will reach out to Lucas again next week regarding paperwork needed to complete solo report in order to receive next installment of funding. Down to just over \$800 remaining of current funds.

Jim Cunningham will reach out to him for submission to newsletter to fulfill volunteer requirement.

2021 scholarships are open. Doug made motion to apply for a full \$10K scholarship. Fred seconded. Motion carried. Serena will take care of chapter application.

December Chapter Gathering - Virtual Wright Brothers Banquet featuring Jim Lovell

January Chapter Gathering – David has ATC controller lined up to speak

Hangar Expansion – Stalled for now. Still need project manager.

Chapter Elections – Congrats to new and returning officers

Other?

EAA Family Flight Fest in May?? EAA may be looking for volunteers for it.

Chapter Service Awards received. Carrie will write thank you's for newsletter and acknowledge at January gathering.

Spirit of Elo award. Be thinking about potential recipients. Bring your suggestions to share at next board meeting.

Fred will talk to Mark Forss to see if he'll want the chapter to do sub sandwiches for SportAir Workshops in January as we have done in the past.

Doug will put submit something for the newsletter regarding dues.

2020 Chapter Gatherings	Topic/Presenter	Food/Person responsible
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	EAA Virtual Wright Brothers Banquet	ONLINE

2020 Board Mtgs	Location	Confirm Date?
July 23	ONLINE	
August 27	TBD	
September 24	TBD	
October 22	TBD	
November 26	ONLINE	Thanksgiving - change date
December 24	ONLINE	Christmas Eve - change date

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.
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. 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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