

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

President's Report— Carrie Forster



Chapter Elections

Chapter Elections will be coming up in November. Due to the pandemic and our virtual meeting format, the board has decided that we will hold the election via Google Forms. A link to a Google form ballot will be mailed to you along with the November issue of the Pylon. All members need to do is to follow that link and make your choices in the Google form. This should make it easier for all members to cast their votes.

We have four elected offices: President, Vice-President, Secretary, and Treasurer.

Kurt Weina, our current secretary, has decided not to run for another term. We thank Kurt for his time and efforts as a part of the board the past four years. We look forward to having Kurt continue as an active member of our chapter.

We are looking for candidates to run for the office of secretary. The duties of secretary are primarily to attend board meetings (typically the fourth Thursday of the month, beginning at 6:00 pm) and take notes at the board meetings. The secretary votes on issues that are voted on by the board.

The current officers in the remaining posts have agreed to run again. Those officers are : President - Carrie Forster, Vice-President - David Leiting, and Treasurer - Fred Stadler. Even though those officers are running for another term, nominations can be made for any of these positions as well.

Candidates may self-nominate for any office, or may be nominated by someone else. If you would like to nominate yourself for an office, please email the following information: name and office you would like to run for. If you nominate someone else, please provide your own name, the name of the nominee, the office, and whether you have contacted that person to see if they agree to run. We will also follow up to make sure that person would like to run. Nominations can be emailed to: eea252@gmail.com.

Nominations are due by Friday, October 30.

If you have any questions about the elections, please email (eea252@gmail.com) or call (920) 376-5175) Carrie Forster.

Chapter Hangar Expansion Updates

The board has been having ongoing conversations about the needs of our chapter hangar, and whether those needs could best be met through expansion of our current hangar or building a new chapter hangar. The purpose of our hangar is to have a dedicated meeting space for chapter activities such as monthly gatherings, board meetings, educational events (eg: Flying Start, Young Eagle Rallies, RC building). We would really like to see our chapter expand the educational offerings we've had to include things like smaller YE rallies, ground school, youth activities. Once we're able to meet in person again, we would like to see more things happening in our hangar. Our current hangar location has many advantages, including adequate parking for members and visitors to events, easy public access from 20th street, and adequate ramp space. The primary issue that we would like to address is plumbing - wanting to have a bathroom or bathrooms and running water to prep and clean up meals and activities. (Continued)

Save the date!

October 8: Virtual Chapter Gathering Online

6:30 PM—8:30 PM

Executive Director of [AbleFlight](#) , Charles Stites. Their mission is to provide flight scholarships to people with disabilities. Link and additional information on page 2.

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President's Report (continued)

If we built a new hangar, we would not want a new location to compromise parking or public access.

Recently, I sat down with airport director Jim Schell to talk about possible hangar expansion and locations that are available should we decide to build a new hangar. In looking at all the currently available options, the board has narrowed the choices down to expanding our current hangar to the north or building a new hangar in the spot to the north of our current hangar. We would like to make a decision soon so that we could try and secure a contractor for the work. We had been looking for contractors prior to

the pandemic, but were finding it difficult to find available contractors willing to take on a small job, which from the contractor standpoint our expansion would be.

Virtual Gatherings

Due to the escalating numbers of Covid in our state and community, we will continue to have virtual chapter gatherings through at least the end of 2020. Our presenter for October will be the Executive Director of Able-Flight, Charles Stites. Their mission is to provide flight scholarships to people with disabilities. Take a look at their website to learn more. We look

forward to hearing more about their programs from Charles in October.

Watch for an upcoming announcement for our November program. Our December Gathering is the same evening as the Virtual Wright Brothers Banquet. This year's speaker is Wisconsin native and Apollo astronaut Jim Lovell. This livestream event is free to EAA Members. Learn more here. It looks like a really great program and I can't wait to hear what Jim has to share.

Blue Skies,

Carrie

October Chapter Gathering: Online



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

Our October chapter gathering will be held online on October 8. Our guest will be Charles Stites, Executive Director for Able Flight. Able Flight's mission is to offer people with disabilities a unique way to challenge

themselves through flight and aviation career training, and by doing so, to gain greater self-confidence and self-reliance. You can learn more about them at ableflight.org.

EAA Chapter 252-October
Thu, Oct 8, 2020 6:30 PM - 8:00 PM
(CDT)

Link: <https://global.gotomeeting.com/join/809272029>

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

Access Code: 809-272-029

Newsletter Hard Copy Assistance Needed

Longtime chapter member and friend Jane Hollandar Smith has retired from EAA. We are happy for her! However, we now need someone to print and mail hard copy versions of the Pylon to members who do not receive it electronically.

Access to a color printer to produce the hard copies is required. The chapter will reimburse the member for expenses. Interested? Please contact

president Carrie Forster at forster@new.rr.com.

Chapter 252 Officer Elections

Chapter officer elections are coming in November. Because of the complications with meeting in person due to the pandemic, we will be conducting the election online; a Google form ballot will be mailed with this newsletter issue allowing members to vote.

The chapter will be looking for a successor to Curt Weina, who will be

stepping down as Secretary. If you are interested, please send email to ea252@gmail.com.

Incumbents for all other chapter positions have agreed to continue serving, but anyone wishing to run for any of those positions— President, Vice-President, or Treasurer, may submit their name (or that of another member (we will check with the suggested member to make sure they are interested in running for the position) and run for any of those positions as well.

Chapter News

Fall Colors

With the end of summer, days are shorter and generally are less flyable but the fall does have some advantages for pilots. Cooler air enhances aircraft performance and there is less convection, meaning smoother rides.

And then there are the spectacular colors associated with the leaves changing. From the air we have a unique view of this phenomenon. Your newsletter editor managed to find a VFR day at the end of the month before his airplane was grounded for it's annual inspection and enjoyed the scenery on a local flight between rain showers drifting through the area.



September Chapter Gathering

Our in-person September chapter gathering at the chapter hangar was a success! Approximately 30 people came to visit out. Many of us had not seen one another for months and enjoyed visiting and catching up. About half-way through the evening the proceedings were (happily) interrupted by the sound of an airplane taxiing up to our ramp. The Glastar pivoted expertly to park, shut down...

and out from the left seat got our own Fred Stadler! Yep, Fred has a new ride, which, as you can see in the pictures here, is pretty darn sweet. He flew his former mount, a Cessna 310, to Ohio, where he sold it. In addition to admiring Fred's new wings, your newsletter editor pestered him for a write-up on the airplane for a future issue. Stay tuned.





Chapter 252 VP Gets EAA Promotion



David Leiting,
EAA Lifetime 579157

Although I try to keep my position at EAA HQ separate from my role as chapter vice president, they often are slightly intertwined due to the nature of aviation and our organization. Aviation is a small world as it is, but put EAA Chapter 252 across the airfield from the EAA home office, and the world can seem even smaller!

On that note, I was asked to write a brief article about a recent change for me over at the office. As many of you know, I started with EAA about 5 years ago as an intern for Charlie Becker in the chapter department. That internship eventually led to a full time position at EAA, which if you would have asked 18-year old David, he would have told you it was his dream job!

The last four years or so have been filled with some incredible opportunities. To think I got paid for my duties is actually quite ludicrous! I was lucky enough to visit upwards of 36 other EAA chapters, to share how EAA was helping support the chapter's efforts in their local area. I was sent to Sun n' Fun on two occasions to spend the week talking with EAA members from all over the world, helping promote chapters and answer questions about EAA. Then there was the eight-day cross-country trip Serena Kamps and I took in the 2018 One Week Wonder

Date	Location	EAA Chapter
Sept. 7	Roseburg, OR	EAA Chapter 495
Sept. 8	Willits, CA	EAA Chapter 1027
Sept. 9	San Carlos, CA	EAA Chapter 20
Sept. 10	Sonoma, CA	EAA Chapter 1268
Sept. 11	Paso Robles, CA	EAA Chapter 465
Sept. 12	Riverside, CA	EAA Chapter 1
Sept. 12	Long Beach, CA	EAA Chapter 7
Sept. 13	Chandler, AZ	EAA Chapter 1614
Sept. 16	Albuquerque, NM	EAA Chapter 179
Sept. 17	Oklahoma City, OK	EAA Chapters 1612 / 24 / 1098
Sept. 18	Lee's Summit, MO	EAA Chapter 91

RV-12iS. That trip took us from Portland, OR, the entire state of California, and over to Chandler, AZ, where we visited 8 different EAA Chapters. Again, calling these duties work is a stretch if you ask me!

The last 2 years, I have spent the lion's share of my time on the Ray Aviation Scholarship program. The program that funded Sonja Karner's flight training and is now supporting Lucas Pulvermacher. This program has been incredibly inspiring, as it showed the true dedication of the chapter network, to help mentor and support the next generation of aviators. In addition, the scholars within the program are some of the finest young adults you will ever meet.

Beginning in early September, I was moved over to the role of Membership Development Manager. This role will strap me with the responsibility of the recruitment and retention of EAA members, as well as involvement with EAA's member benefits program. Really, no different from recruiting new chapter members, right?

Just on a much bigger scale! This is certainly going to be a new challenge, but one I am fully ready to face head on.

I am certainly going to miss working with the chapter's team on a day-to-day basis. However, they will not be far from me, as I intend to keep chapters at the forefront of many of EAA's membership initiatives. I look forward to serving all of EAA's membership, including those apart of EAA Chapter 252!



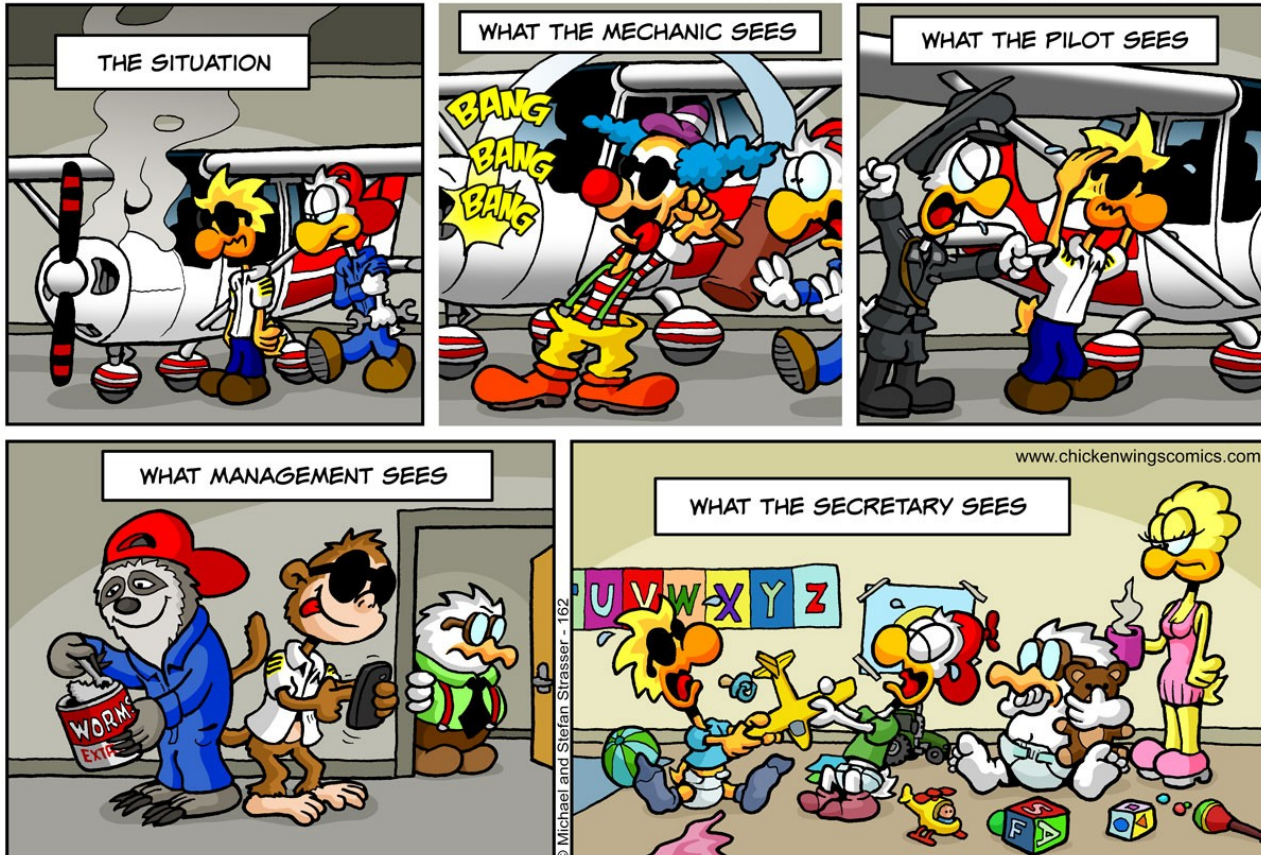
Sonex Chapter Hangar Tenants

Wittman Regional Airport neighbor Sonex Aircraft is doing so well that they are out of hangar space and are renting part of our chapter hangar temporarily. These aircraft are the prototype aircraft and very first Sonex ever built, N12SX, and the company Sport Trainer N112SX. Sonex President John Monnett is a longtime Chapter 252 member.



CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER



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

“If you haven't flown in the dark for a while, it can be startling to rediscover some aspects of the experience when you do go for a night flight.”

Jim Cunningham
CFII

If you haven't flown in the dark for a while, it can be startling to rediscover some aspects when you do go for a night flight.

Dark adaptation: It takes most of us 30 minutes to fully dark adapt, though you need not fully adapt before taking the runway. Just beware of where you or someone else is pointing their flashlight during pre-flight and engine start.

Watch that landing light: Treat it like the brights on your car. If another plane is passing on the ground, turn off your light to keep from blinding the other aircraft.

Airport lighting: You probably don't need to have all the approach light variant details memorized, but do look over Chapter 2 of the AIM to review things like variations of runway and

taxiway lighting.

VASI, PAPI, PLASI: See below. If they are present it's not a bad idea to make use of them at night, especially at an unfamiliar airport where dragging in your approach could result in hitting something you may well not be able to see in the dark.

Off Center Viewing: Visual scanning at night is best done with your peripheral vision rather than what's at your center. The rods of your eyes are located off-center, and are much more sensitive to light than the cones which make up the center of your eye. You are more likely to spot something in the dark in your peripheral vision than you are by looking directly at it.

Instruments: Night flying in VFR can be virtually IFR under some conditions such as in haze or in an area with few or no ground lights. If you haven't flown

for a while at night you can become "velocityized" from lack of recent experience and easily misjudge your speed, altitude, and attitude. Scan your instruments often and believe what they tell you.

Give yourself room: If your night flying is rusty, think about flying a wider pattern than you might during the day. This will give you more time to get set up, evaluate your performance, and get stabilized. Attempting a night landing in an unstabilized condition is not something you want to do.

Flashlights: Note the plural. Test them to make sure they're not merely a carrying case for dead batteries .and keep them within easy reach so you don't have to try and find them and fly in the dark at the same time if your electrical system decides to quit.

Glideslope - Is One Available?

Check to see if a visual or electronic glide slope is available before departing to your destination. Although visual glide slope indicators are installed at most airports, it is important to note that they may be installed at only one runway end. Also, there are many variations. Some of the not-so-common indicators include the Tricolor System, Pulsating System, Alignment of Element System, and the Three-bar VASI.

- ▶ **Tri-color System.** Tri-color visual approach slope indicators normally consist of a single light unit projecting a three-color visual approach path into the final approach area of the runway upon which the indicator is installed. The below glide path indication is red, the above glide path indication is amber, and the on glide path indicator is green. These types of indicators have a useful range of approximately one-half to one mile during the day and up to five miles at night. *Note: Since the tri-color VASI consists of a single light source which could possibly be confused with other light sources, pilots should exercise care to properly locate and identify the light signal.*
- ▶ **Pulsating Systems.** Pulsating visual approach slope indicators normally consist of a single light unit projecting a two color visual approach into the final approach area of the runway upon which the indicator is installed. The on-glide path indication is a steady white light. The slightly below-glide path indication is a steady red light. If the aircraft descends further below the glide path, the red light starts to pulsate. The above glide path is a pulsating white light. The pulsating rate increases, as the aircraft gets further above or below the desired glide slope. The useful range of this system is about four miles during the day and up to ten miles at night.
- ▶ **Alignment of Element Systems.** Alignment of elements systems are installed on some small general aviation airports and are a low-cost system consisting of painted panels, normally black, white or fluorescent orange. Some of these are lighted for night use. The useful range of these systems is about three-quarters of a mile.
- ▶ **Three-bar VASI.** Three bar VASI installations provide two visual glide paths. The lower glide path is normally set at three degrees while the upper glide path, provided by the middle and far bars, is normally 1/4 degree higher. The higher glide path is intended for use only by high cockpit aircraft (Boeing 747, DC10) to provide a sufficient threshold crossing height.

Note: Although normal glide path angles are three degrees, angles at some locations may be as high as 4.5 degrees to give proper obstacle clearance. Pilots of high performance aircraft are cautioned that use of VASI angles in excess of 3.5 degrees may cause an increase in runway length required for landing and rollout.

Night Flying Tips

Member Profile: Mike Rogers

It's a pleasure for your newsletter editor to introduce new chapter member Mike Rogers. Mike was a fellow faculty member at Illinois State University and was learning to fly when your editor was working on his CFI rating, and both of us spent time at the FBO and flight school together and had our planes worked on there. Mike recently joined the faculty of the University of Wisconsin, Oshkosh and now lives in Neenah.

Mike came into flying a little later than many of us. While in graduate school in Rochester in the early 1980s, he regularly passed one of the classic green "learn to fly here" signs on a local street. Intrigued, he investigated flight training at the FBO, met a CFI, and began taking lessons. He has vague recollections of his CFI being a friendly Minnesotan with a motorcycle; joking about rain destroying lift; and, solo, having a **lot** of trouble understanding how VORs really worked (he has it figured out now).

Even in the early 80s flight training was expensive, and being a graduate student is not conducive to having much income. After taking some lessons on and off, Mike had to put flight training on hold, as many of us do.

After 9/11 Mike, who was by then an assistant professor at Millikin University, in Decatur, Illinois, decided to resume flight training at Image Air. Decatur was about an hour away by car, but only 30 minutes by plane, so you can guess how he liked to travel to work. (The airport was unfortunately on the other side of town, so he'd either borrow



“While in graduate school in Rochester in the early 1980s, he regularly passed one of the classic green “learn to fly here” signs on a local street. Intrigued, he investigated flight training at the FBO, met a CFI, and began taking lessons.”

the FBO’s crew car, or a bike that they let him stash there).

By this time, he had bought into a Cessna 152 partnership, and later a Cessna 172 partnership, and earned his instrument and later commercial ratings along the way.

From there Mike and his family moved to Maryville, Missouri, where he was an active member of EAA Chapter 1540. Mike now is a part owner of a 2003 Cessna 172S which he hangars at Appleton.

In addition to flying for fun and to go to conferences, Mike is also an Angel Flight pilot. He has flown over 150 Angel Flights, and has experi-

enced all the joys and heartaches that go along with transporting people with dire medical conditions to and from medical appointments, and during summer, to and from special camps for kids with medical conditions. He is not particularly brave (maybe not a bad thing for a pilot!), but through Angel Flight he has met many people who are exceptionally so, and he is all the better for it. Flying Angel Flight missions is, for him at least, undoubtedly the best reason to fly.

September 2020 Board Mtg Minutes
EAA Chapter 252
Thursday, September 24, 2020 - 6:00 pm
Virtual Meeting - GoToMeeting

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

Old Business:

Ray Aviation Scholarship Updates - Serena

Eric has continued to do some solo practice and has completed at least one cross country flight

September Chapter Gathering - updates on how it went

Those that attended reported that the gathering went well

About 25-30 members attended

Met outside the hangar

Masking and social distancing was observed

October Chapter Gathering - presenter from Able-Flight

Wayne arranged the speaker

Meeting will be virtual

November Chapter Gathering

Carrie will contact potential speaker

Meeting will be virtual

December Chapter Gathering

Same night as Wright Brothers Banquet, which will be virtual

Will use that event as our gathering

Jim Lovell is the speaker

Hangar Rental

Stearman project is gone

Sonex aircraft are in the hangar - can remain through the winter

Potential space for another short term renter, like a member who is working on a project short term

Hangar Expansion Updates - Carrie and John

Met with Jim Schell and Charlie

Looked at potential sites for new hangar and discussed expanding our hangar to the north

Two most attractive options would be to expand our hangar as has been previously

discussed, or build a new hangar in the space north of our current hangar
Both options maintain parking access, which we currently have
Adequate ramp space
Will continue discussion and make a decision on the best option next board meeting

Upcoming Board Mtgs

October 22

November 19 (moved up a week due to Thanksgiving)

December 17 (moved up a week due to Christmas Eve)

New Business:

Chapter Elections in November

Need a candidate for Secretary, Kurt Weina is not going to run for another term

Carrie Forster willing to run for president

David Leiting willing to run for vice-president

Fred Stadler willing to run for treasurer

Carrie will write up something for the newsletter to inform members about the election

Nominations welcome for all positions

Provide job descriptions

Secretary position open

Election will take place via Google Form sent out by email - members will complete form to vote (Carrie will create form, it will be sent out in November with the newsletter)

Meeting adjourned at 7:02 pm.

Minutes submitted by Carrie Forster

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		
Thursday, December 10		

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

Chapter 252 Hangar

817 W 20th Ave Oshkosh, Wisconsin 54902

Find Us Online!

www.eaa252.org

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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