

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

## President's Report— Carrie Forster



Only 111 days to AirVenture 2021, but who's counting? Like many of you, I'm very excited to be back at aviation's greatest event of the year. I've been following all of the updates from Jack Pelton and from EAA HQ about the modifications and safety precautions that will be put in place this summer and am pleased and excited about the plans that have been shared. Wisconsin is currently (as I write this) leading the nation in shots in arms and April 5th anyone age 16+ can sign up for a vaccine. I'm happy to be vaccinated and looking forward to our chapter being able to resume in person gatherings and events this summer. The board has been busily planning and we can't wait to see everyone in person!

We have one more virtual gathering planned for April before in person gatherings resume in May. John Dorcey, CFI and CFII from Winnebago Flying Club has a terrific presentation planned called "Old Dog, New Tricks." John recently got his seaplane rating while wintering in Florida. I've heard John speak many times and always enjoy his presentations. I hope you'll join us - it promises to be entertaining and informative.

We'll have an in-person gathering in May with Chris Henry presenting "Apollo - For All Mankind." We are so excited to welcome everyone back to the chapter hangar! We will follow the same procedures that are being planned for AirVenture with social distancing. We'll have the hangar door open and can put chairs both inside and outside to allow for adequate space for everyone. Masks are encouraged. We will not have food at this event, but the board is talking about when and how to resume serving dinner safely at our monthly gatherings.

We will also celebrate our chapter volunteers in May - we listed all the names in the Pylon in January, but we are looking forward to presenting certificates and pins in person in May. We will also celebrate our Ray Scholar, Lucas Pulvermacher. Lucas completed his first solo last summer and is nearing his written test. We haven't been able to congratulate Lucas in person, and I'm looking forward to that as well.

We'll be having a small Young Eagle Rally on Saturday, June 12 for International Young Eagles Day. We'll conduct our event out of Weeks and Marks Hangars. This event will be pre-registration only and space is limited. We have a number of youth on a waiting list that we'll be reaching out to. If you know of a young person who might be interested, email me at [ea252@gmail.com](mailto:ea252@gmail.com). I'll send out the sign up link until we run out of spots.

We've applied to host a pancake breakfast the Saturday at the start of AirVenture. Chapters will be chosen through a lottery; we'll communicate to you if we are chosen to host this event. If we are chosen, we'll need at least a dozen volunteers on the morning of the breakfast. Watch the Pylon for updates.

We're going to be hosting a Flying Hamburger Social at the new terminal building on Tuesday, August 24. We'll be looking for volunteers to help out, so mark your calendars if you're able to help out or just come enjoy the meal. More info will come out closer to the event.

Our chapter Pancake Social and Young Eagle Rally will return on Saturday, September 11 and we couldn't be happier. Mark your calendars for this event. More info will be coming out in the coming months. This event will be held at the new terminal building.

You can see we have lots of fun events planned! We will follow all current safety guidelines as they evolve in the coming months to make sure all of our members, volunteers, and guests can enjoy these events safely.

Blue Skies,  
Carrie

### Save the date!

**April 8: Virtual Chapter Gathering Online**

**6:30 PM—8:30 PM**

**John Dorcey**

**"Old Dog, New Tricks."**

John recently got his seaplane rating while wintering in Florida.

### Inside this issue:

<b>April Chapter Gathering</b>	<b>2</b>
<b>March Chapter Gathering Report</b>	<b>2</b>
<b>Seeking New Ray Scholars</b>	<b>5</b>
<b>Welcome New Members</b>	<b>5</b>
<b>Magneto Needed</b>	<b>5</b>
<b>Nonmovement Areas</b>	<b>6</b>
<b>Chicken Wings Aviation Comic</b>	<b>7</b>
<b>Terminal Construction Update</b>	<b>8</b>
<b>Chapter 252 Amazon Smile</b>	<b>8</b>
<b>Training at Volk</b>	<b>9</b>
<b>Board Minutes</b>	<b>10</b>

## April Chapter Gathering: Online



**Old Dog Learns New Tricks!**  
John Dorcey recently added a Commercial Single Engine Sea (add-on) to his ATP Certificate. Why would a 70-year-old pilot put himself through two days of intense flight training? As it turns out it's the same reason you should consider doing something similar. John will share the benefits (and fun) of taking additional training at any stage of our flying careers.

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

Link: COMING SOON

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

Access Code: COMING SOON

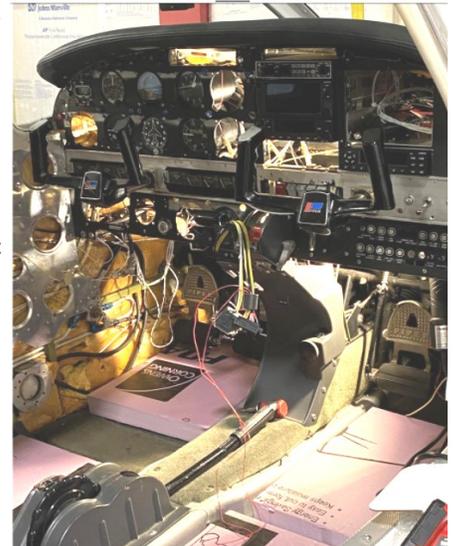
## March Chapter Gathering Report

In March we visited several member projects in the works. We did so virtually due to the ongoing (but hopefully now winding-down) pandemic, but the technology also allowed us to visit several members' homes and hangars in a single meeting which we wouldn't be able to do in person... especially Brian's project given that he's in Seattle (renting a regional jet to go visit is a tad out of our chapter budget). Projects ranged from avionics upgrades for a certificated airplane to the restoration of a scratch designed and built homebuilt from the 1960s to an RV-10 and more.

John Forster showed the extensive avionics upgrade that is being performed on his and chapter president Carrie Forster's Piper Archer. They are working in phases, replacing and upgrading a few items at a time. Given the complexities with wiring and electrical work, this is taking time, and they are flying the airplane be-

tween installations. John is doing a fair amount of the work himself, under the supervision of one Jessica Bowers of NewView Technologies, our home field avionics shop. Jessica is enjoying supervising John and making sure his work is up to snuff... as he is her dad. Once complete their Archer will sport a number of Garmin digital instrument displays and a Garmin autopilot. While disassembling various sections of the airplane, many of which have not been apart since it rolled off the assembly line at Piper in 1974, John discovered items in need of repair, as well as a disconnected switch and associated wiring that was stuffed behind the panel! Why the switch and wires were left behind is a mystery.

Mick Warning is building a Bushcat. After seeing an article on the airplane in Sport Aviation, he went to the US branch of SkyReach at Galt Airport in Illinois. Liking what he saw, he ordered a kit. One difference in the or-



*The Forster Archer gets a panel upgrade.*

dering process was having to choose a paint scheme! The Bushcat fabric covering is already cut and painted with the kit; the builder need only slip

it on the various airplane sections and secure it in place with lacing, zippers, etc. This makes covering much easier and the zippers allow easy access to most areas of the aircraft for inspection. Being able to zip open the empennage to inspect the structure at any time is a luxury few fabric-covered airplane owners have. Mick has his Rotax engine mounted and is making good progress on his project, which mostly lives in his basement for now.

Fred Stadler talked about his new-to-him GlaStar that he brought to our last in-person chapter gathering last September. The airplane was originally built in 2006 and has had several owners around the country as well as the Philippines! Each owner has made modifications to it, and after flying it for several months Fred is preparing to go forward with some of his own. The airplane has dual electronic ignition and dual batteries for safety, but there are some single elements to the electrical system which do not provide full redundancy (e.g., one cable from the batteries to the ignition and other systems up front). He got indications of an electrical system problem on one flight, and being totally dependent on it (unlike older magneto systems most of us use) the problem had his undivided



“Standard” GlaStar

Lycoming O-320

Fixed-pitch propeller

Two 15 gallon fuel tanks

Two magnetos

Aircraft battery (24ah)

A typical Glastar vs. Fred Stadler’s customized Glastar.

## Restoration in work

- FAA Paperwork took 9 mos for registration
- Airframe looks good
  - Correct a bit of hangar rash
- Fuel system not so much
  - Wing tanks and lines look pretty good
  - Replaced all rubber hoses
  - Gascolator was full of varnish:
    - New gascolator – with a drain
  - Primer was full of tar-like substance:
    - New primer – can be locked closed
  - New engine-driven fuel pump
  - Fuel system just about ready for flush
  - Carb overhaul is next: how much goo is in there?
- Ignition – well, you saw the mag (Help?)
- Avionics: What avionics?
  - Plan to install external antenna for hand-held
- Gear
  - New tires/tubes
  - Brakes tested good; no leaks
- Plan to borescope the engine, then oil it and see if it will run
  - Will it make power? How to tell?
    - Not Static RPM: Hilmer measured thrust directly with a fish-scale



Brian Lee’s 1960s homebuilt design “Tinkertot” restoration project.

attention the rest of the trip home. He plans numerous small changes to the airplane and intends to simplify and enhance the safety of the electrical system.

Brian Lee, currently in Seattle, is restoring a true homebuilt. Scratch-



N965CZ

Superior O-360

Dual electronic ignition

designed and built in the mid 1960s by an engineer, the “Tinkertot” first flew in the mid-1970s. The airplane last flew in 1989 and, while in need of restoration, is in surprisingly good shape for its age and has a number of interesting design characteristics such as an extra magneto switch on the engine that can be activated when a single person is hand-propping it (a practice more common in which the airplane was first built). The wings are also quickly removable (and reattachable); the original builder kept the airplane at home and trailered it to the airport to fly. Brian is in need of parts for Slick 4016 mags on the engine so if you have any leads please contact him (see separate article in this issue).

Eric Abraham is hard at work on his RV-10 project. Eric has been a fan of the airplane for some time, but it did not fit his budget. Meanwhile he learned RV construction helping friends with their RV-7 projects. One such project belonged to Trace Blakely, of Fond du Lac, who kept telling him that “this will help you with your RV-10.” Ultimately Eric and Trace decided to build an RV-10 as a joint venture. Working in Trace’s climate controlled hangar and

# THE PYLON

Page 4

very well-equipped shop (insert envy emoji here), they have gone from the tail kit arriving to a mostly complete airplane in just 12 months (insert another envy emoji here)! They project that the airplane will be complete in

summer of 2022.

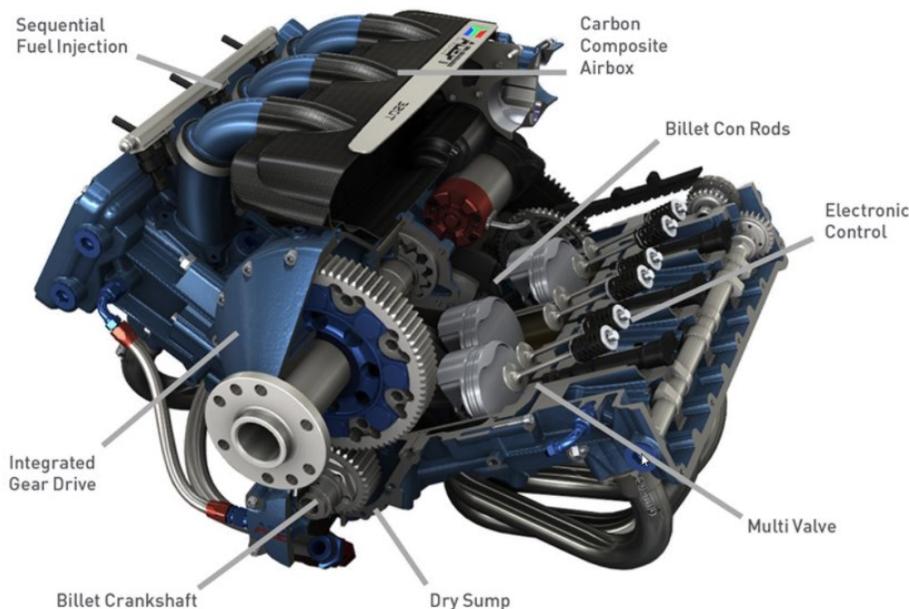
Doug Osterberg is working on his Lancair project, the main focus of which for the moment is the engine. Doug acquired the project partially

complete and has studied the design for some time. What he saw about engines encountering problems and frequent short intervals between overhauls concerned him. Pilots were pushing them at high altitudes where cooling was poor in thin air, and he decided he wanted an alternative. Enter Adept Airmotive and their new, clean-sheet engine designs. Liquid-cooled, high tech, using multiple fuels (and obviously electronic ignition), the company asked to use his airplane project for their display at AirVenture. Doug has now received his engine and is proceeding with installing it. The pandemic has impacted the company more than most (they are based in South Africa) but the situation is improving and Doug anticipates progress now (unless parts were on the ship that got stuck in the Suez Canal last month...).

We look forward to seeing and hearing more about these chapter projects in the future.



*Doug Osterberg's Adept Airmotive engine mounted on his Lancair.*



*Adept Airmotive engine.*

## Seeking New Applicants for the Ray Scholar program

**Carrie Forster**  
Chapter President

Our board is super excited to share that we are now accepting applications for the 2021 Ray Scholarship Program!

This scholarship and mentoring program is an amazing opportunity for a young person between the ages of 16 - 19 (age 15 for glider) to get training for their glider, sport pilot, or private pilot certification. Our role as the chapter is to provide mentorship and support to the student pilot, and the Ray Foundation provides the funding up to \$10,000.

Do you know someone who would be the perfect fit for this program?

The ideal candidate will have a strong passion for aviation and a strong work ethic. We would love it if this young person were a chapter member or connected to a chapter member, but this is not required. The person we choose will be expected to become actively involved in the chapter as part of their training; participating in and volunteering for chapter events.

Find out more about the Ray Scholarship program at [https://www.eaa.org/ea/eaa-chapters/ea-chapter-resources/chapter-programs-and-](https://www.eaa.org/ea/eaa-chapters/ea-chapter-resources/chapter-programs-and-activities/ray-aviation-scholarship-fund/scholar-eligibility-and-requirements)

[activities/ray-aviation-scholarship-fund/scholar-eligibility-and-requirements](https://www.eaa.org/ea/eaa-chapters/ea-chapter-resources/chapter-programs-and-activities/ray-aviation-scholarship-fund/scholar-eligibility-and-requirements)

Access and submit the application form at <https://docs.google.com/forms/d/e/1FAIpQLSeL8cDLARbNEIRQXTwGs1mrjH-vyTal2zHqUjL0u1ryvUpBRg/viewform>

Questions? Contact Carrie Forster at [eea252@gmail.com](mailto:eea252@gmail.com) or 920-540-6432.

Deadline for applications is May 1.

## Welcome New Members

**Doug Milius**  
Chapter Membership

**Martin and Janis Detloff**-The Detloff's recently moved to the area from Texas where Martin was an attorney in the oil and gas industry for 30 years, the last 14 years with BP. They lived in WI when EAA first moved to Oshkosh. He went to the airshow every year until he moved to Texas. In 2007 he returned to Oshkosh to attend the airshow and decided the time was right to get his pilot license which he did in 2008. He added an instrument

rating in 2009 and multi in 2015. Martin currently owned a C55 Baron but has owned a S35 Bonanza, 172XP, and had an interest in a Citabria, Travel Air and a T-28. He currently has around 2,100 hours. Now that he's retired Martin and Janis hope to travel using the Baron. We look forward to hearing about their travel adventures. Martin has said he would like to volunteer at our fund raisers.

**Benjamin Van Handel**-Benjamin lives in Hortonville and is a Private Pilot SEL

with a tailwheel endorsement. He is also a USAS remote pilot. Benjamin works at JJ Keller as an inside sales rep. He is an active Young Eagle pilot and would like to volunteer at our YE rallies. Benjamin got his PPL in 2018 and is currently working on his IFR rating with goals to get his commercial and CFI rating. He also enjoys the outdoors with interests in skiing, fishing, hunting and boating.

Welcome to Chapter 252!

## Magneto Needed

As discussed in last month's virtual meeting, the Tinkertot has a stock 1600cc VW engine with a Slick 4016 mag which is not repairable and has been idle for more than 30 years. The specified magneto for a VW conversion is Slick 4316: Right Hand rotation, 25 deg lag impulse coupler. If someone has one of these laying around, knows where there might be one, or even something equivalent, I'd be interested in buying it.

Contact chapter member Brian Lee [Taur@netzero.com](mailto:Taur@netzero.com) 253-639-0489.



# The Misnamed Nonmovement Area

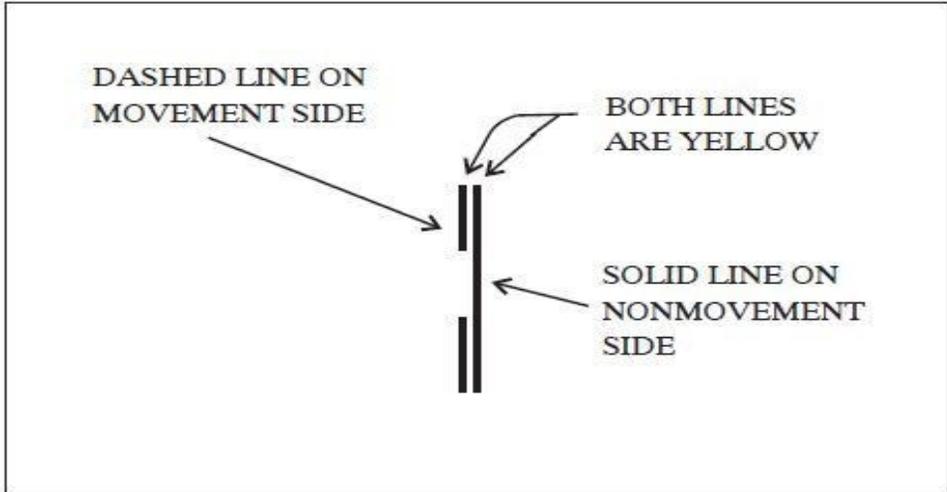
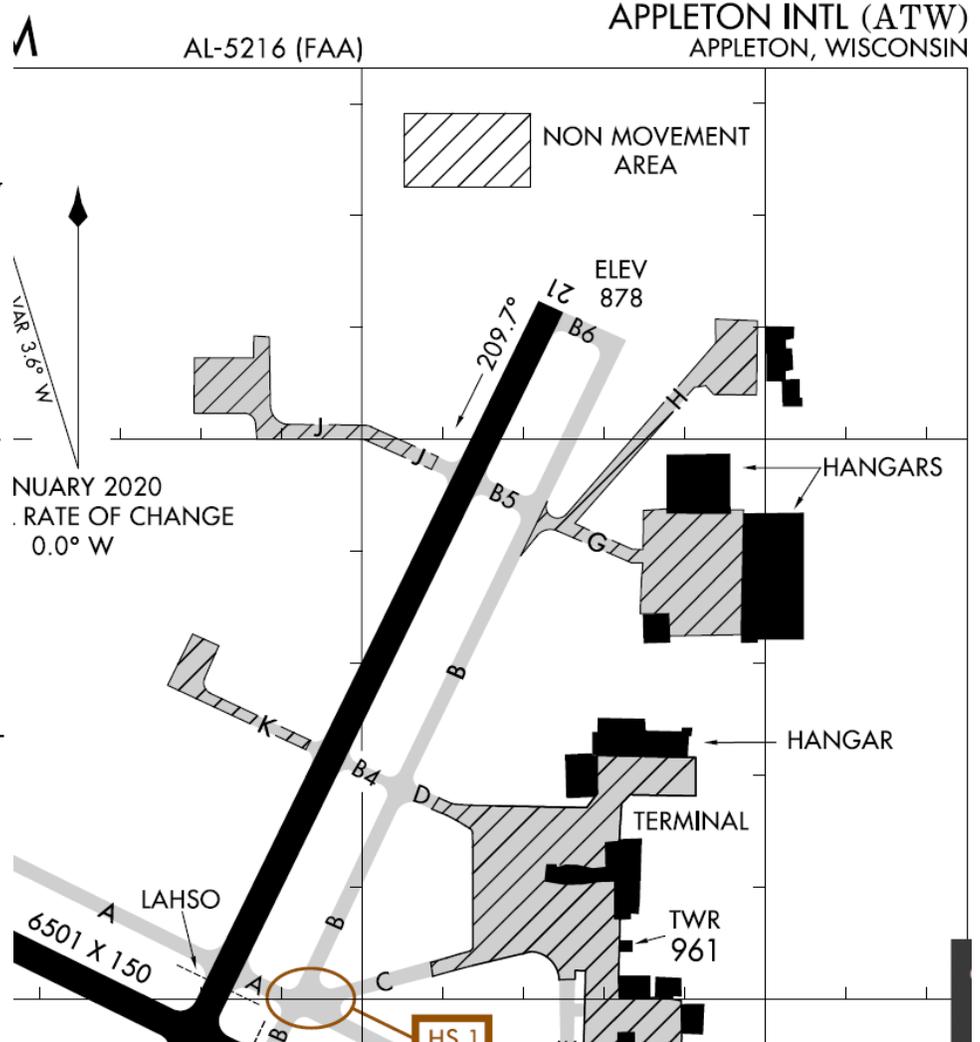
**Jim Cunningham**  
CFII

The FAA loves to rename things every few years. Hence we now have “quasi-stationary fronts” instead of “stationary fronts” (hey they aren’t completely stationary), “cockpits” are now “flight decks” (think about that the next time you climb into the flight deck of a Cub), and “position and hold” is now “line up and wait” (conforms to international terminology standards but doesn’t sound as cool). I’m hoping that the next one on their list is “nonmovement area.”

Common interpretation of the phrase suggests, nay, declares, that it would be a place where one cannot or should not move. Leave it to a government agency to have it mean the opposite of that.

The Pilot Controller Glossary defines a nonmovement area as “Taxiways and apron (ramp) areas not under the control of air traffic.” Actually, it’s not under ground control, either. Nonmovement areas are airport locations where ATC has no responsibility or authority for the movement of aircraft, ground vehicles, people, loose pets, etc. In essence, it’s an area or areas where you CAN move without ATC approval or even notification.

Nonmovement areas are usually areas of an airport where there is considerable localized movement of aircraft and/or personnel such as large FBO ramps where airplanes may be towed to different parking spots or hangars. Other areas

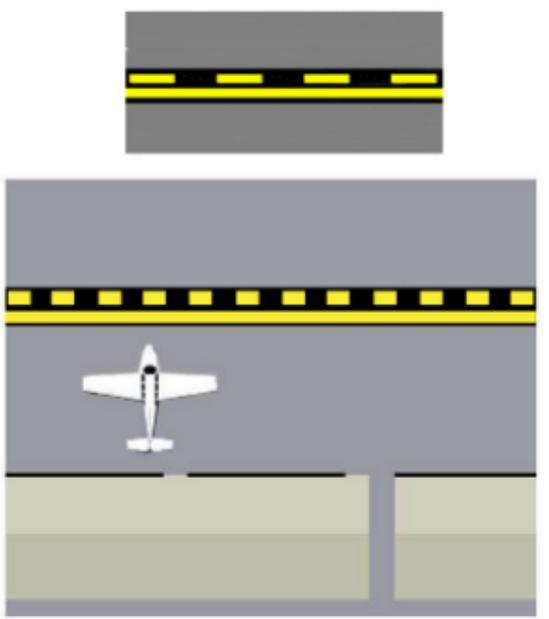


## Non-Movement Area Boundary Markings

The non-movement area boundary marking is used to delineate the movement areas, which are under Air Traffic Control, from the non-movement areas. The solid side of the line is on the non-movement area side and the dashed side is on the movement area side.

Ref: AC 150/5340-1

Sample Diagram:



Nonmovement areas can be identified on SOME airport diagrams. Note the word some. Not all airports with non-movement areas have then marked on said diagrams. Appleton, for example, has its many large nonmovement areas clearly marked in hatched lines. Oshkosh, by contrast, has NO nonmovement areas marked on the airport diagram, but there are a number of them. The bottom line is that if you are taxiing at an unfamiliar towered airport that does not have nonmovement areas designated on its airport diagram it doesn't mean that stuff isn't going to be moving on ramps or even taxiways that isn't talking to ground control.

The more common method of identifying a nonmovement area is pavement markings. The boundary consists of two yellow lines, one solid and one dashed. These operate similarly to runway hold short lines—one can move from the dashed side without talking to ground control, but not from the solid line side. Think of the solid line as a barrier that you have to permission to cross.

Nonmovement boundaries are usually not accompanied by signs or other pavement markings as many other boundaries are, and are therefore easier to miss, especially since they are often in the vicinity of all types of moving aircraft, ground vehicles, etc. that you need to be keeping a sharp eye out for as you taxi.

are ramps or taxiways that are too far from the control tower for controllers to view in detail or are completely invisible from the tower due to obstructions

(controllers understandably do not want responsibility of areas of the airport they cannot see).

## CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



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

## Wittman Regional Airport Terminal Construction Update

### Wittman Regional Airport Facebook Page

Airside and landside progress. Brick installation is nearly complete on all 4 sides. Next week stone installation begins on the north side and interior.

Ongoing is exterior glass installation finishing up this week on all of the upper windows! Sitework is beginning now on the south side (apron tie-in) and north side prep work for the new parking lot and access drive...!

*(Editor's note: Construction is proceeding on schedule and the new terminal will be ready for AirVenture 2021. Chapter 252 is looking forward to staging our upcoming events out of the new terminal hopefully this fall.)*



## 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](https://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](https://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.

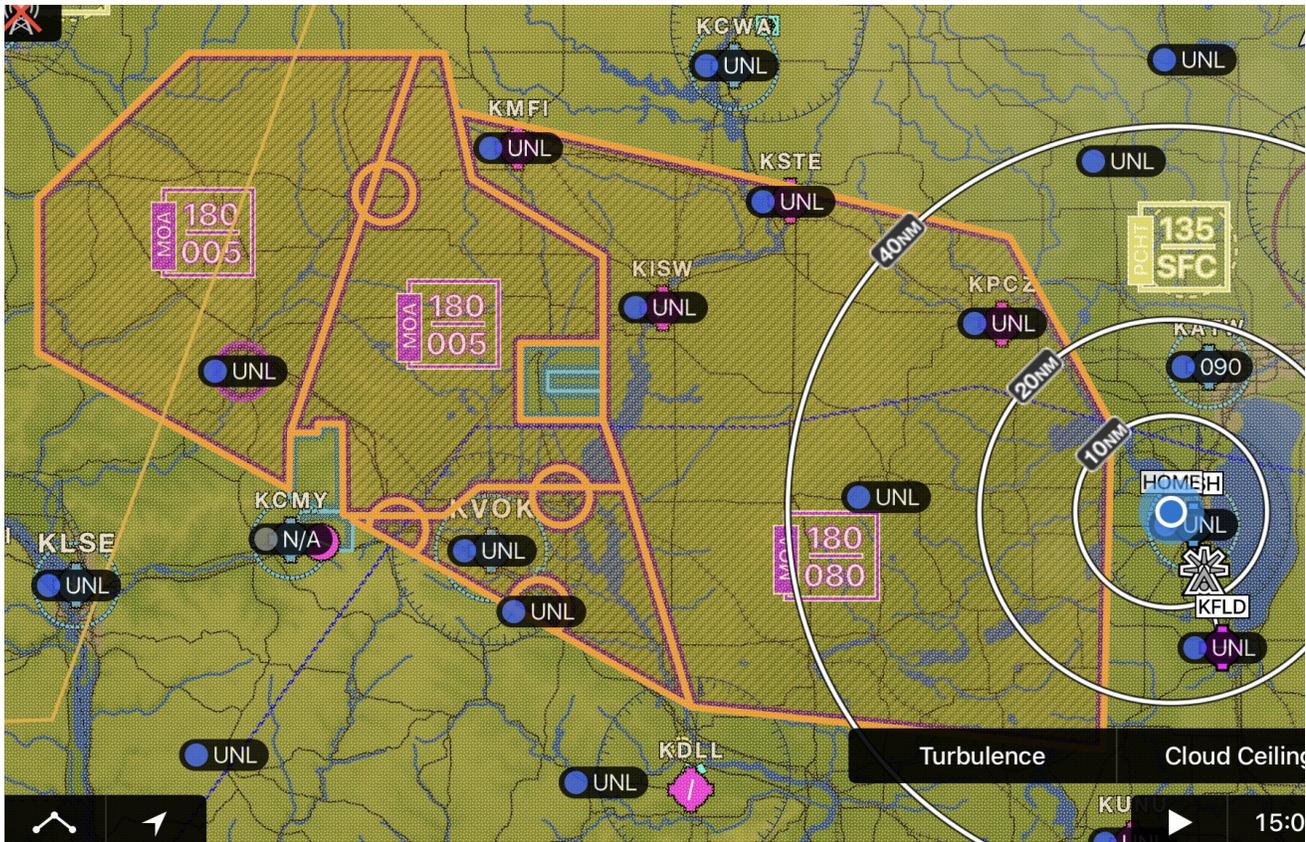
**amazon**smile  
You shop. Amazon gives.

# Training at Volk Field Ongoing

The distant roar of turbojet engines and the occasional house-thumping sonic boom (which always brings the neighbors out) are reminders that exercises are taking place at Volk Field to our west. Get a weather briefing to determine the status of the MOAs associated with Volk. Also, most modern flight planning software will show activity levels and even update it in the air if you have ADS-B in or Sirius XM weather.

**Due to training exercises, there will be an increase in flight activity at Volk Field.**

*Thank you for the continued support.*



**March 2021 Board Mtg Minutes**  
**Thursday, March 25 at 6:00 p.m.**  
**Virtual - GoToMeeting**

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

**Old Business:**

Ray Aviation Scholarship - Carrie

Updates re: Lucas

Studying with Eric for written

Planning for solo cross country

Monthly Google Meet with Carrie, Eric,

Lucas, and Fred

Planning for new application cycle for 2021

Timeline

Carrie will email info to chapter by  
March 29

Applications due May 1

Interviews in May

Nominee apply to EAA HQ by end  
of May

Application process

Google form online application

Interview

Interview committee

Carrie, Jim Cunningham, David

Monthly Gatherings and Upcoming Events

April 8 (Virtual) - John Dorcey talking about getting  
his seaplane rating in Florida

May 13 - Chris Henry talking about the Apollo pro-  
gram

Motion by Wayne, seconded by Doug,  
unanimous to hold the meeting in per-  
son

Covid precautions

Hangar doors open, spacing with  
seating

Masks encouraged

Doug will get hand sanitizer

Food

No meal at this meeting

Hangar use - aircraft in hangar currently

Will move aircraft out for the gath-  
ering

YE Rally for International YE Day on June 12

Charlie: EAA has approved use of facilities and fly-  
ing club aircraft to participate

Fred made motion to hold event, Charlie second.

Motion carried.

Covid precautions: Masks will be required in aircraft.

Keep family units together. Will not combine  
non-related individuals in the same aircraft.

Pre-registration only. Charlie: Electronic signature option becom-  
ing available. This would be a good opportunity to test.

**Other:**

AirVenture Pancake Breakfast

Carrie will submit application for Saturday, July 24  
Will need a minimum of 12 volunteers from 6:00 am  
- noon

Lottery system for EAA to choose who gets the op-  
portunity

Proceeds from Raffle Tickets

Fred reported that our chapter has received \$920  
from EAA for selling raffle tickets. Chapters  
earn \$20 per ticket that they sell. Tickets are  
still for sale. Thanks to Charlie for selling the  
bulk of the tickets.

EAA Chapters Tool Crib Program

EAA reimburses chapters 30% of the cost of qualify-  
ing tools that are purchased for a chapter tool  
crib; we've talked in the past about starting one

Wisconsin Flying Hamburger Social

Socials will return this summer

We'll request Tuesday, August 24; Wayne will con-  
tact the scheduler to get us on the schedule for  
that date

Carrie will contact Jim Schell about holding this at  
the new terminal building

YE Workshop / Day Camp program

EAA has a turn key half day program for chapters  
Some chapters charge a small fee as a fundraiser  
We are interested in doing this in late summer or in  
the fall

Bicycle Loan program

Doug shared that some chapters offer bicycles for  
loan for pilots who fly in to the airport to borrow  
for getting around

Suggested this might be an idea for use to consider

Minutes submitted by Serena Kamps and Carrie Forster

<b>2021 Chapter Gatherings</b>	<b>Topic/Presenter</b>
Thursday, April 8	John Dorcey, seaplane rating
Saturday, April 10	Pancake Breakfast/YE Rally (Cancelled)
Thursday, May 13	Chris Henry, Apollo program
Thursday, June 10	
Saturday, June 12	YE Rally for International YE Day
Thursday, July 8	Doug will make a contact with a potential presenter.
July 25 - August 1	AirVenture 2021
	AirVenture Pancake Breakfast -application request made for Saturday, July 24
Thursday, August 12	
Thursday, September 9	Corn Roast - Munsil's?
Saturday, September 11	Pancake Breakfast/YE Rally
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?

<b>2020 Board Mtgs</b>	<b>Location</b>	<b>Confirm Date?</b>
March 25	Virtual	
April 22	Virtual	
May 27	In Person - chapter hangar	
June 24	In Person - chapter hangar	
July 22	In Person - chapter hangarH	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](http://www.eaa252.org)

[www.facebook.com/EAA252](http://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 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.

## Chapter Officers & Board of Directors

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