

APRIL 2022

# THE PYLON



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

## President's Report— Carrie Forster

I'm still waiting for spring to arrive. So many grey days and not enough VFR conditions. Looks like the temps are supposed to be a bit more spring-like this coming week.

I hope you can join us for our chapter gathering on Thursday. David Leiting will be bringing the RV-12 from the EAA employee flying club over and will be talking about the aircraft. You'll be able to take a closer look and those who are interested can sit inside. We thought it would be a good opportunity to learn more about the aircraft that will be the focus of our teen build.

If the weather cooperates on Thursday, we'll have our first cook-out of the season. (Pizza is our back up plan, if needed.) Feel free to bring a side dish or dessert to pass.

Our May gathering will be a celebration of our chapter members. We will present our Spirit of ELO award for 2021 and our annual chapter awards for both 2020 and 2021 since Covid disrupted our winter banquets for the past two years.

Jim Schell and Cameron Hallock from the airport will be joining us in May as well to give updates on the airport master plan. We're looking forward to learning more about what's coming for the airport in the future.

Throughout this issue of the Pylon you'll find information about several upcoming events for our chapter. We hope you can join us - we have a few volunteer opportunities - and that you'll share the information so that we can welcome community members to our upcoming Pancake Breakfast and Young Eagle Rally on April 23, Flying Start event on May 14, and Young Eagle Rally on June 11.

Speaking of Flying Start, we had our most recent event in September. That event had been rescheduled from May 2020. Our plan is to host one Flying Start event annually in May, so this event will bring us back to our schedule. Please share the information about this event with anyone you know who may be looking for more information about learning to fly.

Congratulations to our chapter for being awarded Gold Level Status for 2020 and 2021. There is more information elsewhere in this issue that explains the criteria for becoming a bronze, silver, or gold level chapter.

We have continued to hold our board meetings virtually because it turns out to be easier for people's schedules. Chapter members are always welcome to join us. If you want to join a virtual board meeting, just email [ea252@gmail.com](mailto:ea252@gmail.com) prior to the meeting for the link.

Have a wonderful week and I hope to see you on Thursday!

Carrie

**April 14**  
**Chapter Gathering**

**Topic: The RV-12**

**Dinner: 6:30PM**  
**Meeting: 7:00 PM**

**Location: Chapter 252**  
**Hangar (see back page**  
**for address)**

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## April Chapter Gathering

Chapter Vice President David Leiting will present on the RV-12 aircraft, complete with one in the aluminum for us to look at. This is the same model we will be using for our chapter's proposed youth build project. This is an ideal opportunity to learn more about this aircraft.

Join us at the chapter hangar! Dinner at 6:30 and meeting at 7:00 PM.

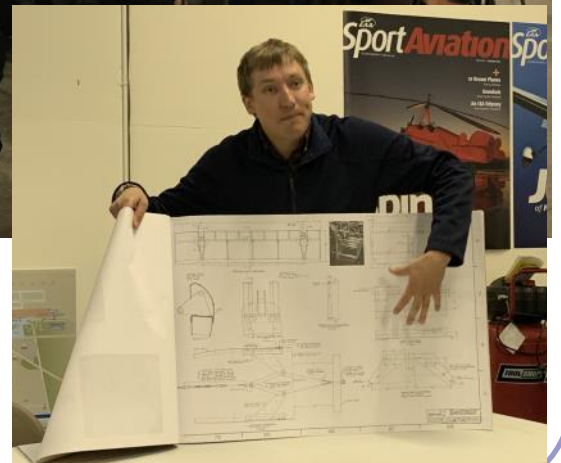


## March Chapter Gathering Report

Members enjoyed Tom Charpentier's presentation on his decision to commit to a homebuilding project. Tom described his decision-making process and his lists of wants, needs, and the reality of what he could afford. Ultimately, after a lengthy analysis that also included his skills, background, and the preferences of his partner, he selected a Wag-

Aero Sportsman 2+2, known previously as the CHUBy CUBy. The design is a mildly updated version of the Piper PA-14 Family Cruiser line. Tom acquired a partially built pro-

ject airplane in good condition and is acquiring tools and is developing his workshop. We look forward to watching the progress on Tom's build.



## Upcoming Chapter Events

### Flying Start - Saturday, May 14

Have you ever thought about learning to fly? Join us for our free Flying Start event on Saturday, May 14 from 8:30 - 11:00 am at the EAA Chapter 252 Hangar located at 817 W. 20th Ave., Oshkosh, WI. Doors open at 8:00 am, registration at 8:30 am. You will learn what is involved in obtaining your pilot certificate - training requirements, costs, resources. You will have the opportunity to speak with pilots, student pilots, and flight instructors. You'll also be matched with a pilot for an introductory Eagle flight. (The flight may take place that day or at a later date/time, depending on pilot availability and weather.)

This event is free and open to the public. Please feel free to share this information.

Registration link [HERE](#).

If you have any questions, please email [ea252@gmail.com](mailto:ea252@gmail.com)

If you are a CFI/CFII and would like to join us for this event, please contact Carrie Forster at [ea252@gmail.com](mailto:ea252@gmail.com). We would love to have you!

### Pancake Breakfast and Young Eagle Rally, Saturday, April 23

Our spring pancake breakfast is fast approaching. The event will take place on Saturday, April 23 at the Wittman Airport terminal building. There is still time to sign up to volunteer. We are in particular need of people to set up on Friday at 5:00 pm.

Pancake Breakfast volunteer sign up link [HERE](#).

As part of our event, we will also hold a Young Eagle Rally. Pre-registration is highly recommended. Walk ups will be accommodated if we are able.

Young Eagle Rally sign up link [HERE](#).

This event is a big fundraiser for us, as well as a great opportunity for community outreach. Come join the fun by volunteering. Invite your friends, family, and neighbors to join us for delicious pancakes.

### International Young Eagle Day, Saturday, June 11

EAA Chapter 252 will be celebrating International Young Eagle Day with a rally at the Wittman Airport terminal building. Advance registration is required for this event.

Young Eagle Rally sign up link [HERE](#).

## CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



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



## Ray Scholarship Applications

The deadline for applications for our chapters 2022 Ray Scholarship is Friday, April 15, 2022.

Complete the scholarship application by following the link [HERE](#).

Feel free to share the application with any eligible young person that you think might be interested.

Applicants will be contacted via the email address they provide in the application to let them know whether or not they will go on to the interview, which will be scheduled for late April or early May.

For more information about the eligi-

bility requirements for the Ray Scholarship program, follow the link [HERE](#).

Ray Scholarship program handbook - link [HERE](#).

Any questions can be directed to Carrie Forster at [ea252@gmail.com](mailto:ea252@gmail.com).

## Chapter 252 Wins Gold Status



Congratulations to your chapter in successfully reaching the GOLD level status recognition level for the combined 2020 and 2021 years. EAA is happy to present you with a chapter recognition banner to proudly display where your chapter meets. Your level also will be displayed online at [EAA.org/FindAChapter](http://EAA.org/FindAChapter) with a specially designed emblem. You are encouraged to use your emblem on your website, newsletter, and other promotional materials; your chapter emblem is attached in this email.

To review your chapters overall scoring, please see the attached spreadsheet document, and simply find your chapter.

This program was developed and measured in partnership with EAA's Chapter Advisory Council, and is based on 10 criteria that are consistently found in active and highly engaged chapters. Due to 2020 and 2021 being, challenging years for chapters to maintain a high level of engagement, these years have been combined into a single recognition period. This was done to help chapters have a longer period of time to engage in the 10 criteria. An additional 11<sup>th</sup> criteria point was included this year to help offset the unique challenges associated with limited social engagement, and to observe unique chapter approved activities. Each is worth a point, and there are three levels of recognition: bronze (7 out of 11), silver (8 out of 11), and gold (at least 9 out of 11).

1. Attends a chapter leadership training session
2. Growing or steady membership
3. Offers IMC or VMC Club programs
4. Participates in Young Eagle or Flying Start programs
5. Has EAA-approved Flight Advisor or Technical Counselor
6. Participates in EAA's Annual Chapter Member survey
7. Participates in Young Eagles Build and Fly, Young Eagles Workshops, Ray Aviation Scholarship program, or sends a youth to EAA's Air Academy
8. Requests an EAA ChapterBlast email
9. Hosts at least two public events each year
10. Owns/leases a facility
11. Extra credit activity, such as a chapter build project, youth build project, chapter scholarship, a chapter tool crib, IAC competition, etc.

To learn more about this program, how scores are calculated, and how to improve your chapter's recognition score, please visit [EAA.org/ChapterRecognition](http://EAA.org/ChapterRecognition). If you have additional questions, please call us at 920-426-5912 or send an email to [chapters@eaa.org](mailto:chapters@eaa.org).

Tailwinds,

John Egan, Sr. Manager, EAA Chapters

# Wittman Airport - Oshkosh

# Fly-In Drive-In

Aircraft on Display!

**-S.J. Wittman Birthday Celebration-**

## Pancake Breakfast

**April 23, 2022**  
**7:30 – 11:00 A.M.**  
 Wittman Airport Terminal  
 20<sup>th</sup> Ave. Oshkosh, WI

Sausage, Scrambled Eggs,  
 Milk, Juice, Coffee, and all  
 you can eat Pancakes!



**Adults \$7.00\***  
**Children under 10, \$3.00**

\* Free for pilots of homebuilt  
 aircraft who fly in.

**FREE AIRPLANE RIDES!**

**(EAA Young Eagles)**

**For kids ages 8 – 17  
 with parent permission.**

**8:30 to 11:00 A.M.**

**Weather permitting**

Pre-register at:



<https://youngeaglesday.org/?3126>

**Hosted by EAA Chapter 252 and Wittman Regional Airport**

Visit our web site at: <https://chapters.eaa.org/ea252>  
 or contact us through e-mail at: [EAA252@gmail.com](mailto:EAA252@gmail.com)



## eVTOL Vertiport Coming to Wittman Regional Airport



*From Wittman Regional Airport:*

“We are excited to announce plans for Volatus Infrastructure, LLC to construct the first permanent eVTOL vertiport of its kind in America, right here at #OSH!”

### **Volatus Infrastructure, LLC Announces First Permanent eVTOL Vertiport**

First Volatus eVTOL Vertiport to be Located at Wittman Regional Airport

Oshkosh, WI— April 7, 2022 — Today Volatus Infrastructure, LLC, in partnership with Wittman Regional Airport and Greater Oshkosh Economic Development Corporation, announced the first permanent electric vertical take-off and landing (eVTOL) vertiport in the Americas. The vertiport is being built at Wittman Regional Airport and will include a terminal with amenities, a landing pad and a vehicle agnostic charging station.

“The future of air transportation lands today and it lands here in Oshkosh, Wisconsin” said Grant Fisk, Co-Founder of Volatus.

“Volatus is able to provide an infrastructure solution at a price point that will grant greater access to the eVTOL industry.”

Volatus is focused on being vehicle agnostic and is committed to being affordable which is key to supporting eVTOL aircraft innovation and implementation on a national and global scale. “The Volatus development allows us continued revitalization of our airport by integrating future aviation technology into existing infrastructure,” said Jim Schell, Wittman Regional Airport Director.

Founded in 2021, Volatus Infrastructure, LLC is connecting communities to the future with best-in-class eVTOL infrastructure technology to ensure society is ready

for the future. Volatus offers three main vertiport designs, a vehicle agnostic charging station, plus an app and maintenance programs. By tailoring to specific needs while incorporating the latest technologies their work positively impacts clients and the communities they serve. Join the future with Volatus Infrastructure.

## Member Profile: Catching Up With John Monnett

**Jim Cunningham**  
Newsletter Editor

Chapter 252 member John Monnett has designed over a dozen airplanes and been involved with homebuilt aircraft for over five decades. He was inducted into the EAA Homebuilder's Hall of Fame in 2001 and has been a member of Chapter 252 for 40 years. Back in the 1980s chapter meetings were held in the hangar of his first company, Monnett Experimental Aircraft, over on 20<sup>th</sup> Street across from



the Post Office (now CR Meyer). In January of this year he announced the sale of Sonex Aircraft to longtime employee Mark Schaible and is now officially retired but continues an association with the company. Your chapter newsletter editor (Full disclosure—also the author of John's biography) recently caught up with him to learn more about his new position, projects at Sonex, and his perspectives on the homebuilding movement, past and present.

John describes himself as "officially retired" and says that Mark Schaible "is now the owner and has to pay the mortgage!" Don't expect John to be completely away from the airport or Sonex, though—he still technically owns the factory airplanes (which he leases back to the company). "So I have my own little air force. I can brag to everybody 'I've got two private jets!'" John will continue to work with the company as "lifetime emeritus advisor" and a member of the

new Sonex Advisory Board.

"The transition has been pretty smooth. I'm leaving it in capable hands. We've got good engineering. Mark has learned a lot of skills beyond what I'm capable of doing as far as engineering stuff. Pete Buck [a longtime associate of John's who got his start in aviation with him and went on to the Lockheed Skunkworks] has a lot of confidence in him. Pete continues to consult on things on a 'when he can' basis."

He won't completely be away from the airplanes. "I don't know if I'll ever get too much back into hands on work; it's just getting too hard. I'm maintaining the airplanes that are there and doing some mods, finishing up a trigeared that's a turbocharged trigeared Sonex B. We hope to have all that done by the flyin."

John knew that his full-time work with Sonex had to wind down someday.

"I've been practicing retirement for a long time, knowing it was going to happen. Betty and I talked about it a lot. With Jeremy's passing, we knew that legacy wasn't going to happen, so it was evident then that at some point I would have to step aside. We both wanted to protect the legacy that we've done and have it go on, not go away. I could have just 'closed the doors and put everyone out on the street' kind of thing, but that was unacceptable."

Sonex had been openly for sale for several years. "We had a number of suitors that were... not suitable. We talked about it a lot. 'We could sell this, but the present employees may or may not stay around and that's the heart of the business.' There are these dreamers that come in and think 'this is a growing business; it has a really good reputation, etc.' Then they start looking at the books and they start understanding that aviation is not a real profitable busi-

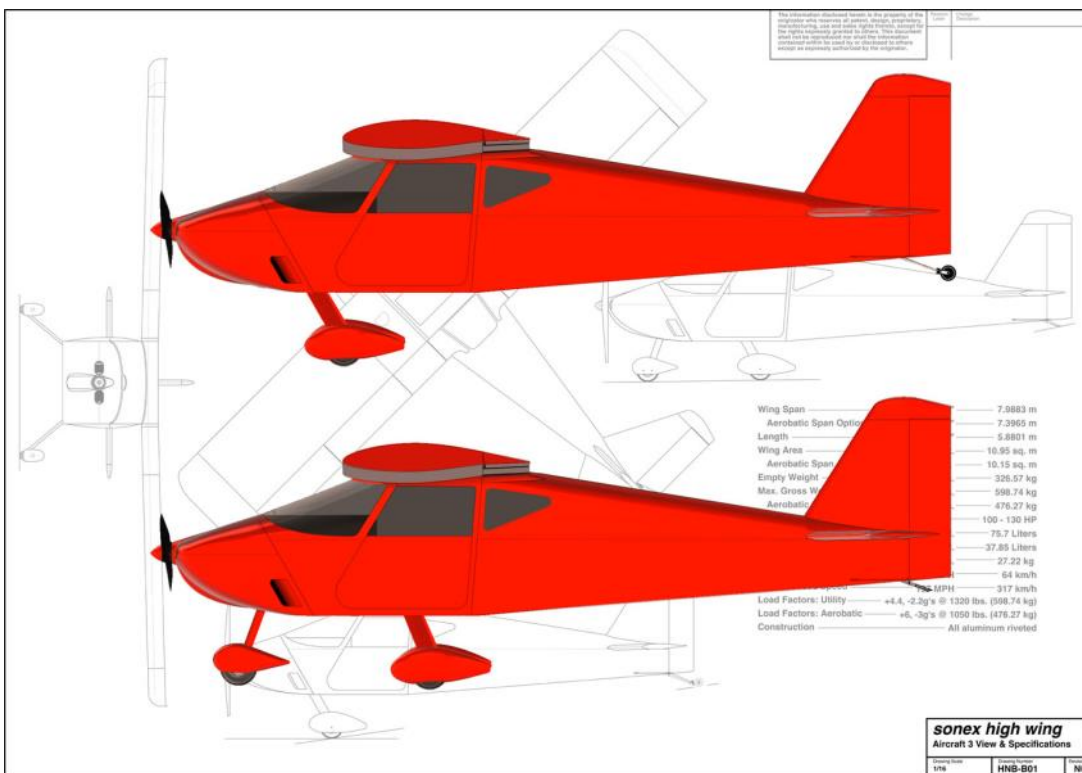
ness.”

“Some of the people who came in to look at the business, there just wasn’t enough profit margin for them to make and sense to come in as CEO and take a big salary and keep the company afloat. So it didn’t seem right to have someone who doesn’t know anything about aviation, who doesn’t have a soul in it, to take over. Mark has been there for 16-17 years, and Heather [Zahner] and Kerry [Fores] about as long. So it only made

sense to offer it to them, and Mark was able to put a package together that was acceptable and it worked.”

People wondering what the sale would mean for the future of John’s first design, the Sonerai, now over 50 years old needn’t worry. “That’s going to continue as part of Sonex. They’ve been selling a lot of miscellaneous parts and plans, as it has continued for so long. As since 1972, they keep selling.”

Sonex will continue work to bring announced designs into the market. “The high-wing deal that’s coming along that Mark has taken over—Pete Buck and I came up with that the night before Jeremy [Monnett]’s funeral. We had been talking about it and we had kind of mocked it up. I did the initial drawings. It has grown a little bit. My concept was to have it as a smaller, more nimble airplane that could be flown with an Aero Vee, or an AeroVee Turbo-- that would have been really awesome. So it has



gotten a little bigger... that’s the deal.” The Sonex High Wing is on track for a debut at AirVenture 2023.

Outside of the kitplane field, John and the company have been concentrating on developing their Teros UAV, which is based on the Xenos motor-glider. “The very first Teros is going to be back in flying condition. The second one, which is for Florida Power and Light which is really cool, is going to have a public debut in June down in Florida. They’re going to be flying it for public view for the first time. It’s a pretty remarkable airplane. It’s landing and taking off by itself now, so it can be totally autonomous. It can just taxi out and take off and come back when it wants to.”

The previously announced SubSonex two-seat personal jet is also in the works. “It has taken a few turns but it’s still pretty close to the concept and that’s under construction now. It had gotten back-burnered so much—as well as the high-wing—because of

all the UAV stuff that we did.” Look for it at the company booth at AirVenture this summer. It’s not the only jet project the company has in the works, however, John says. “Then we have the twin engine jets; [the unmanned SubSonex Twinjet UAS]. They’re getting those ready. That was a real engineering challenge that I’m really proud of, the way we solved how to put that much fuel into a little tiny airplane like that and to keep it in the weight and balance limits. It was really a challenge. It came out pretty cool.”

The airplanes from John’s companies are the designs the public is familiar with, but they’re not the only ones he created. Most of the others didn’t get past the preliminary paper stages. There is a story that one got partially built and was stored in the attic of what is now the Sonex office hangar before it was fully enclosed and turned into an office... and that there’s no way to get it out now. That story turned out to be true. “It’s a



short wing Moni with a bigger engine and a single retractable gear. It was a bad idea. We just kept it around for whatever reason and now we'd have to disassemble it to get it out of the attic!"

Any chance we might see any other designs realized? "There is... but within

the structure of Sonex LLC. I couldn't compete with them, and it's in my interest to see them succeed, so any hare-brained idea that I might have, they can either go along with it or not, but I hope that's where some of the vision is. I'm interested in what's beyond the high-wing airplane. What's next? We have all kinds of things in the hopper."

John entered the homebuilt and kit-plane world over a half century ago... which is a bit scary not only to him but to those of us reading this who have been along for most or all of it. That's a position which brings some perspective. What, in his opinion, has been the most positive change?

"That's an interesting question. The availability of a wider selection of airplanes that fit different needs I suppose is one of the things. The technology to produce parts. Things like we just installed a CNC router to be able to cut out prototype parts. That makes it really help to develop a kit to make sure that things fit, etc. That kind of thing has really improved. That's probably the biggest thing is the technology to be able to build the airplanes." When asked about what he thinks has not been a positive change, John again cites technology. "The thing that I think has gone haywire is that everything is making it more like a video game than flying. We can't fly an airplane like a Cub

## SUBSONEX TWINJET UAS



any more that has three instruments in it. You have to have a full panel and you have to have your iPad in a Cub. That's one of the things that I think is kind of crazy that's going on. But I've never been interested in that kind of flight, so that's the deal." The thing that I think has gone haywire is that everything is making it more like a video game than flying. We can't fly an airplane like a Cub any more that has three instruments in it. You have to have a full panel and you have to have your iPad in a Cub. That's one of the things that I think is kind of crazy that's going on. But I've never been interested in that kind of flight, so that's the deal."

"I think the thing I'm grateful for is that I didn't stay focused on one job. I diversified my interests and that's what kept it going for me. We had racers, then we had gliders, then we had something that was in between. Then we went back to racing and then we built a really nice sport airplane and got back into gliders. And at that time when we were on 20<sup>th</sup> Street at Monnett Experimental Aircraft, we had a prototype going together for a remotely piloted vehicle. That didn't come to fruition until now. Now it's how many years later? 30 years later?"

Like many others who tire of Wisconsin winters and take advantage of retirement to seek out warmer winter

quarters, John and Betty spend a fair amount of the cold season in Florida. "We're down here in the condo in Florida where we're spending 3-4 weeks at a time instead of just 10 days or a week or whatever." John hasn't entirely escaped some of the other stereotypical habits of retirement, either. "I'm turning into my dad in that I find projects all the time to do something. Like the other day I change all the exterior hinges on all the doors. Just before this call I was hanging a new 'pool rules' sign on the pool fence... with pop rivets, of course! So I'm always doing something like that."

John is also looking forward to having freedom from having to represent his company pretty much all day every day of AirVenture and instead just enjoying the events. "I was over at Sun N Fun the other day to nose around and see what's going on, and I decided that I don't really need to be there! Which is really nice. This year I might get around and see what they flyin is really about rather than just be stuck at the booth."

With more time on his hands now, we hope to see John around at chapter events more. Perhaps we can interest him in flipping some burgers at one of our summer meetings... using an aluminum spatula of his own design,

**March 2022 Board Mtg Minutes**

**EAA Chapter 252**

**Thu, March 24, 2022 6:00 PM - 7:00 PM (CST)**

**Attending:** Carrie Forster (President), Fred Stadler (Treasurer), Doug Milius (membership), Jim Casper (Board Member), Wayne Daniels (Board Member),

Partial Attendance: Serena Kamps (Vice-President), Jakob Brouillette (Board Member)

**Old Business:**

Teen Build/RV-12 project proposal

Updates

Still working on details of kit donation from EAA

Need to begin work on fundraising for avionics and other items needed to finish kit

Estimated cost approximately \$20,00 - \$30,000 dollars

Look for chapter members to spearhead fundraising efforts

Talked about the need to find a potential buyer for completed kit

Some other teen build projects found buyer/buyers during the course of the build so they knew that the aircraft would be sold

Next steps

We have teen participants and volunteers

Looking at potentially starting the build in earnest in September because of needing time to work out the donation details

Will start meeting with the teens yet this spring (maybe May?) to work on skill building projects

Ray Aviation Scholarship

Forrest Drews (Carrie)

Jarrett Schiedemeyer (David)

2022 applications

At this point, there are 4-5 applicants

Set deadline of April 15

Scholarship interview committee will be Jim Cunningham, David Leiting, and Wayne Daniels

Interviews in late April, refer our candidate to EAA in early May for confirmation in early June so the recipient can start flight training this summer

Pancake Breakfast and YE Rally - Saturday, April 23

Quite a few volunteers have already come forward

Still looking for a co-chair

YE rally sign up is live

Flying Start - Saturday, May 14

Event created on [Flying Start](#)

Schedule:

8:30 registration/coffee/donuts

9:00 presentation

10:00 talk with CFIs, pilots, chapter members

Participants will be matched with Eagle pilots; flights may take place that day or at a later time depending on weather and pilot availability

Monthly Gatherings and Upcoming Events

April - David and the RV-12

Meal - Doug will grill if the weather looks favorable, otherwise Jim Cunningham will pick up pizzas; they will coordinate with one another

May - chapter appreciation event

Need someone to grill

Chapter awards will be presented

Find a short presentation as well

June speaker rescheduled to November (won't be in Oshkosh in June)

IMC/VMC club updates

No new updates

Membership Renewals

Reminder in April Pylon

Encourage members to turn in their renewals

April Pylon will be the last issue they get if their membership has expired

Hangar Updates (Doug)

Jakob moved his plane out of the hangar on 3/20

Monthly Gatherings:

| <b>2022 Chapter Gatherings</b> | <b>Topic/Presenter</b>  |
|--------------------------------|---|
| Thursday, April 14             | David Leitin:: RV-12  |
| <b>Saturday, April 23</b>      | <b>Pancake Breakfast and YE Rally<br/>(Wittman Terminal)</b>  |
| Thursday, May 12               | Chapter Appreciation Event                                    |
| <b>Saturday, May 14</b>        | <b>Flying Start (Chapter Hangar)</b>                          |
| Thursday, June 9               |   |
| <b>Saturday, June 11</b>       | <b>International YE Day Rally</b>                             |
| Thursday, July 14              |   |
| Thursday, August 11            |   |
| <b>Tuesday, August 16</b>      | <b>Flying Hamburger Social<br/>(Wittman Terminal)</b>         |
| Thursday, September 8          | Corn Roast (Chapter Hangar)                                   |
| <b>Saturday, September 10</b>  | <b>Pancake Breakfast and YE Rally</b>                         |
| Thursday, October 13           |   |
| Thursday, November 10          | <b><u>Behind My Wings: Untold Stories of Vietnam Vets</u></b> |
| Thursday, December 8           |   |
|                                |   |
|                                |   |

Minutes submitted by Carrie Forster



## **Chapter 252 Hangar**

**817 W 20th Ave**

**Oshkosh, Wisconsin 54902**

## **Find Us Online!**

**[www.eaa252.org](http://www.eaa252.org)**

**[www.facebook.com/EAA252](https://www.facebook.com/EAA252)**

**Renew your membership online from home at: <https://chapters.eaa.org/ea252/join-renew>**

## 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 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](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 issue. Submissions in either Word or similar format, and photos in .jpg format are appreciated.

## Chapter Officers & Board of Directors

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Young Eagle Coordinator:  
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[ea252ye@gmail.com](mailto:ea252ye@gmail.com)

## Chapter Technical Counselors and Flight Advisors

**Technical Counselor:** Lyle Forsgren, Englewood, FL, 920-589-2060

**Skills:** Firewall Forward: 2-Stroke, Firewall Forward: 4-Stroke, Firewall Forward: Auto Engine, Sheet Metal - Driven Rivets, Sheet Metal - Pulled Rivets

**Technical Counselor:** Joseph Norris, Oshkosh, 920-279-2855

**Skills:** A&P Mechanic, Fabric Covering, Firewall Forward: 4-Stroke, Firewall Forward: Auto Engine, Sheet Metal - Driven Rivets, Welding, Wood, Sheet Metal - Pulled Rivets

**Technical Counselor:** Timothy Hoversten, Oshkosh, WI, 920-426-6846

**Skills:** Composite, Electrical/Avionics, Fabric Covering, Firewall Forward: 4-Stroke, Firewall Forward: Auto Engine, Sheet Metal - Driven Rivets, Welding, Wood, Sheet Metal - Pulled Rivets

**Technical Counsellor:** George Donaldson, Fultonville, NY 12072 518-461-6636

**Skills:** Firewall Forward: 4-stroke, Firewall Forward: 2-Stroke, Fireward Forward: VW engine, Fabric Covering, Woodworking, Sheet Metal - Pulled Rivets, Sheet Metal - Driven Rivets, Welding