

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

President's Report— Carrie Forster



This week we have the return of our annual Corn Roast. In years past, the tradition was to hold the corn roast at Munsil Williams' farm near Picket, WI. Munsil and his wife, Shirley, hosted a Saturday morning coffee hour for aviation enthusiasts for many years in the barn by his grass strip, affectionately called "ELO International Airport." The private airstrip was the focal point for many local aviation enthusiasts for 50 years. The Saturday tradition continued after Shirley's passing more than 20 years ago. For many years, our chapter Corn Roast was held every September at Munsil's farm. Even as Munsil's health declined, he and his daughter Vicky continued the tradition. Munsil passed away in 2017 and Vicky continued to host the chapter corn

roast. It is time for the tradition to shift and for us to hold our annual corn roast at our chapter hangar, so that is where it will be this year. We owe a great debt of gratitude to Munsil and to his daughter, Vicky, for the many great years they have to our chapter. We are honored to continue the tradition at our hangar.

We do hope to see you Thursday at our chapter corn roast. We will not have a presentation or program that evening; the corn roast is a social event. We will introduce our newest Ray Scholar to the chapter membership and are exceedingly excited to share that news. Come to the gathering to find out more, and watch for a complete profile in the October Pylon.

It's Pancake Breakfast and Young Eagle Rally time! The Pancake Breakfast and Young Eagle Rally will be held in the new terminal building on Saturday, September 11. If you haven't yet signed up to volunteer, please reach out to Joe Sonnleitner (jsonnleitner3@outlook.com) if you can help with the pancake breakfast or to Serena Kamps (av8rharpist@gmail.com) if you can help out with the rally. If you can't help out but still have some free time that morning, come enjoy our pancake breakfast! A flyer for the rally is included in this issue of the Pylon.

We are also hosting a Flying Start event on Saturday, October 16 at our chapter hangar. There is an article with more information in this issue of the Pylon. Check out the article for more info, and to see what we need for volunteer help. If you know someone who would like to attend, please send them this link ([HERE](#)) to sign up.

As I write this, we've seen a marked increase in Covid cases in our area and around the country. We intend to hold our planned events and will follow Covid safe protocols. We will have the hangar door open at our chapter events, and will have outside seating available at our Pancake Breakfast for those who would prefer to eat outside. Masks are encouraged, but not required, at our events.

Thank you to all of our members for your enthusiasm and involvement. We are excited to have the opportunity to host these events and provide more ways for you to be actively involved in our chapter and in promoting our aviation community.

Blue Skies,
Carrie

September 9 Chapter Gathering

Corn Roast
6:30 PM—8:30 PM

PLEASE NOTE THAT THIS EVENT WILL BE HELD AT THE CHAPTER HANGAR!

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September Chapter Gathering

We will have our traditional Corn Roast this month!

Thursday, September 11, 2021
6:30 PM

Please note that the Chapter gathering will be held at the EAA 252 Chapter Hangar rather than at Muncil's farm as has been done in previous years!



August Chapter Gathering Report



After enjoying our traditional burgers and brats superbly grilled by Tracy, chapter members got an up-close look at member Tom Helm's Onex.

Tom also have us a detailed presentation on his build which he only recently completed. Tom discussed the project, many of his decisions on con-



struction and component selection, avionics selection and installation, as well as the aircraft's flying characteristics and the flight testing process.

After the meeting Tom climbed into his new machine, fired it up, and flew into the sunset! Thanks Tom!

Flying Start October 16

Carrie Forster
Chapter President

EAA Chapter 252 will be hosting a Flying Start Event on Saturday, October 16 from 9:00 am - 12:00 pm at our chapter hangar.

Please invite anyone you know who wants to learn more about what it takes to become a pilot. They can register at this link [HERE](#).

Attendees are welcome to arrive any time between 8:30 - 8:55 am. Coffee and juice will be served. The program begins at 9:00 am, followed by a time for questions and answers, a chance to meet flight instructors, and a chance to talk with chapter members. Eagle Flights will be provided, either that day or arranged for a later date and time (depending on weather and pilot availability.) We'll finish up with lunch at about 11:00 am. There is no cost to attend this event.

Volunteers Needed!

Pilots - we need volunteer pilots to

provide Eagle flights. We expect that some flights will take place that afternoon, but that some may also be scheduled for a later time. Pilots will be matched with attendees so that if it is necessary to schedule the flight for a later time you can schedule right away. (If you cannot attend on Oct. 16 but are interested in giving an Eagle flight, you can let Carrie know.)

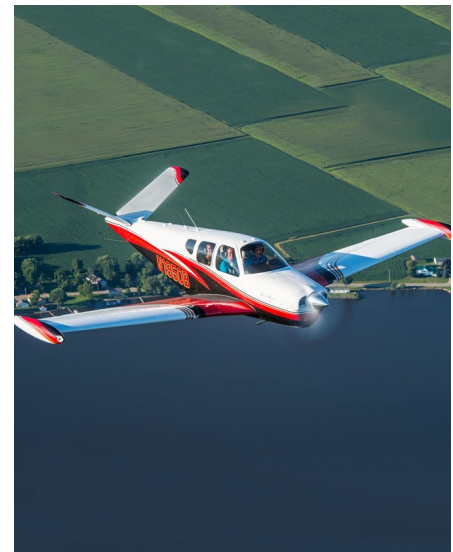
Flight Instructors - we have invited some flight instructors and flight schools, but if you are a flight instructor or know any flight instructors that we have not invited, please let them know about this event and have them contact Carrie Forster (eea252@gmail.com or 920-540-6432).

Food Prep - we need a few chapter volunteers to handle food for the event. We'll provide coffee and juice in the morning, and make burgers and brats for lunch. We need someone to shop, grill, set up and clean up food.

Other Volunteers - we also need chapter members to attend the event that morning to be available to answer questions and talk with at-

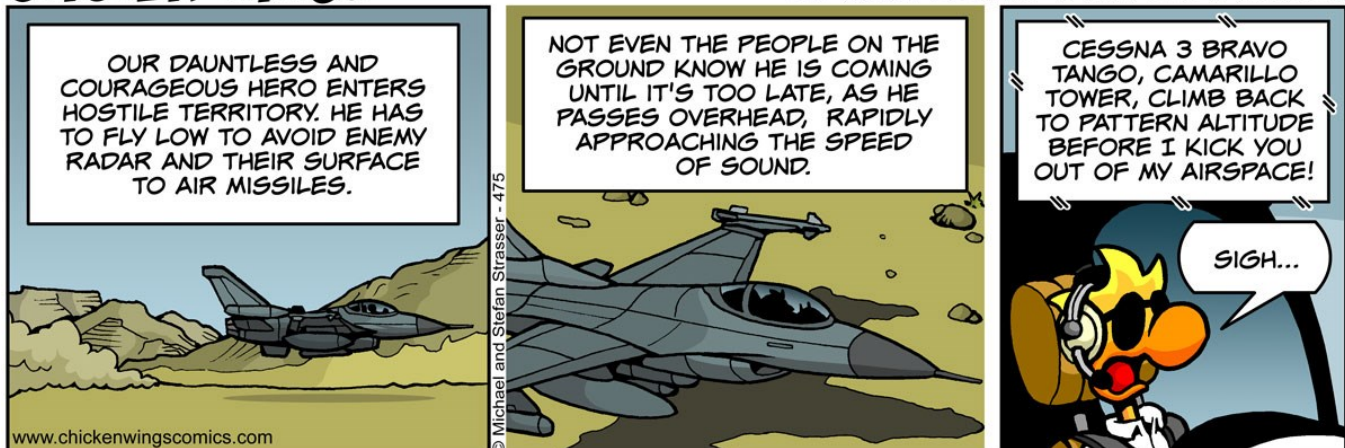
tendees. Share your own experiences learning to fly. If you don't want to fly Eagle Flights but have an aircraft to bring to the hangar, that would be helpful also.

If you have questions, or if you can help out in any way, please contact Carrie Forster (eea252@gmail.com or 920-540-6432).



CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



Welcome New Members

Doug Milius Chapter Membership

Jarrett Schiedemeyer-Jarrett is a student member and will be a senior at Oshkosh West HS. He plans on attending college for a com-

mercial pilot program. He started his interest by flying flight simulator programs. He hopes to start PPL training this fall. He has been attending AirVenture all his life. He took a Young Eagles flight with Fred Stadler. Jarrett also

likes basketball and golf. He's the president of the WI chapter of Let's Vote America. He's also the social media coordinator and VP of WASC.

Welcome to Chapter 252!

Chapter Ray Scholar Update: Lucas Pulvermacher

Carrie Forster Chapter President

Lucas Pulvermacher, our 2020 Ray Scholar, has settled in at Eastern Kentucky University in the Aviation Program. Lucas received his scholarship in the spring of 2020, just before Covid interrupted so many things.

Lucas trained with chapter member Eric Abraham and was a member of Winnebago Flying Club, flying the

club 172, N7770G. Despite the challenges brought on by Covid, Lucas completed most of his training with Eric, including flying his dual and solo cross country flights. Lucas will complete his training and pilot certification at EKU this fall and promises updates later in the semester. Lucas sends his thanks to his instructor, Eric, and to the members of Chapter 252 for their help and support with his training.



Chapter member Fred Stadler assists Kerry Fores of Sonex Aircraft with moving the Sonex prototype aircraft into the chapter hangar after last month's gathering. Sonex is our current paying hangar tenant, storing two planes with us. We appreciate their support!

Chapter Members at AirVenture

After an involuntary break due to the pandemic, chapter members embraced AirVenture 2021 with enthusiasm and dedication, with many putting in many hours of volunteer work before, during, and after convention.

Mike Butler enjoyed spending time with the crews of the F-18G Growlers that flew in for convention and were part of the airshows. Mike also had some friends join him who flew B-52s, F-100s, and F-101s—including combat in Vietnam—and said that “listening to them was awesome.”



Joe Scheibinger's Zenith got some well-deserved attention. “I was honored to have my plane on display in the homebuilders hanger as a “work in progress” display for Zenith. All of the metal work is finished now. Wings and tail are finished and ready for paint. Wiring and interior are finished and the bubble doors are built. Upholstery was finished by Lemke Upholstery in Germany. The plane is powered by a Jabaru 3300 6 cyl.”



Douglas Conciatu received the 2021 Young Eagles Leadership Award, recognizing outstanding Young Eagles volunteers who have supported the future of aviation by going above and beyond the basic Young Eagles flight. A volunteer at the Blue Barn, he has flown over 2,400 Young Eagles!



Member Profile: Clare Patterson

The short version of Clare's aviation experience is: "You name it—he's done it." Last year, for example, he flew a J-3 Cub, DC-3 Turbine, and a Citation... all on the same day... and it wasn't an unusual day for him.

Clare grew up in Baldwin, Michigan, near the airport. As a kid he rode his bike to the airport to see what he could find... and of course one thing led to another. After learning to fly with ag pilots, Clare wound up working with them and their company. It was not glorious—he'd arrive early, start the coffee, push the Stearmans out, and start them by hand before the pilots arrived. He earned additional ratings while attending Western Michigan University.

Clare flew a 400 HP Piper Comanche for an elevator company when he was only 19, and has been a CFI since 1973 (he thinks... he's not exactly sure). He then spent a lot of years doing lots of ag flying. Clare moved up to jets, specifically a Beechjet, around 1999 or so.

Clare came to Basler in 2002 and became immersed in all things DC-3, eventually becoming the Chief Pilot, Director of Part 135 Operations, and Director of Training at Basler Turbo Conversions. As part of that he conducted the majority of the test flights on the aircraft once their maintenance and or/upgrades were complete, did most of the international deliveries of the finished airplanes, and gave lots of training. Clare also served as an FAA PPE (Pilot Proficiency Examiner) on the DC-3 and DC-3TP.

DC-3s and their turbine-refitted descendants are used for more interesting flying than the average 737, and of course Clare has had adventures that the rest of us can only dream of. When the BP oil spill happened in the Gulf of Mexico, Clare flew with (and trained) crews with the DC-3TP carrying 2,000 gallons of dispersant. They were able to operate the airplane overweight by 10,000 pounds by using CAM 8, a rather old Civil Aeronautics Manual,



which predates the FAA but is still in force.

2019 was the 75th anniversary of D-Day, and of course since DC-3s/C-47s played a major role in that operation 15 of the surviving aircraft flew in a flight over the original drop zone areas to commemorate the event. While Clare didn't fly during the ceremony, he did serve as one of the ferry pilots on N150D which did (members got to see in our July chapter gathering tour Clare gave us). Flying an airplane over 70 years old across the Atlantic is not a casual undertaking! "We were overnight in Scotland, then three nights in Iceland due to weather. We overflew Greenland to Canada. Before the second stop in Canada, we had oil pressure issues." Clare took a commercial flight home.

"One good memory is of the locals in

Switzerland, that turned out to see the airplane leave. They knew it was a significant piece of their history, much moreso than Americans do. It was a touching moment to depart from a small airport with the spontaneous turnout of a few hundred emotional people, dressed-up and waving, with some tears. They expected to never see that airplane again and seemed genuinely thankful for what the USA had done."

Clare retired from Basler in August of 2020. Or so he thought. As he told us in July, a few months later he was issued keys again. He works as needed, such as just before AirVenture when he performed some cockpit familiarization for a DC-3TP. If he goes for weeks without going to his "office" he's okay with that. As he says, "I could do something in the normal economy perhaps. Like get a j-o-b? Naah. Well, maybe."

Flying With Jets Part II

Jim Cunningham
CFII

This month we continue with our look at flying at airports with passenger jet traffic.

The phrase “no delay” takes on a little more urgency when flying at an airport with jet traffic. Jets are not cheap to operate, even idling, and you don’t want to be responsible for delaying one... in the air or on the ground. On short final into Colorado Springs in my Arrow, I was told “No delay on the runway, please... C-5 to follow.” Um, yeah.

If there is jet traffic following you in the pattern, it is vital to clear the runway as soon as you are able. Be familiar with the destination airport diagram before you get there and know where you will be going after landing. Section 4-3-20 of the AIM tells us to “Exit the runway without delay at the first available taxiway or on a taxiway as instructed by ATC.” If exiting at a point other than the first available is desirable, you can ask to do so if there’s no one coming in behind you or waiting for you to clear so they can depart. But be ready to simply exit the runway and then have ground control guide you to your destination on the field. Hey, look at the bright side... according to FAR 1.1, you can log all

the time you spend taxiing as flight time in your logbook!

Similar principles apply for departure. Call tower for takeoff clearance only if you are fully prepared to go as soon as it is granted. (Actually, this is a good practice for operating at any towered airport... calling for clearance and then dallying stowing checklists, adjusting an iPad, etc. after receiving it is not a good idea.)

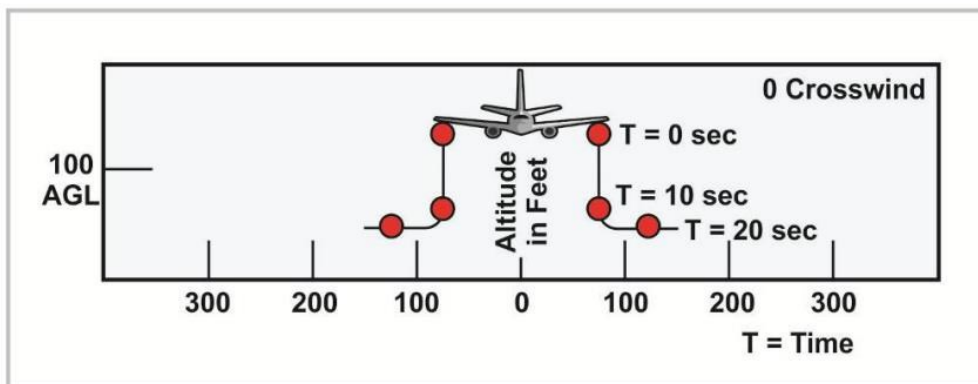
Wake turbulence avoidance isn’t only for landing. ATC is required to issue a “hold for wake turbulence” for 2-3 minutes for small aircraft departing behind large ones. As PIC, you can legally waive this on request in many instances, but you should only do so if you are certain that you won’t be affected. Waiving the hold can be a complex situation both practically and regulatorily. If in any doubt, don’t waive the hold. For more information on this and all other things wake turbulence, (more than you probably want to know) see “Pilot and Air Traffic Controller Guide to Wake Turbulence” at https://www.faa.gov/training_testing/training/wake/media/04SEC2.PDF

While jets don’t generate wake turbulence while taxiing, they do generate jet blast, even at low power. How far back should you stay? The AIM isn’t much help here, stating only that

“Pilots should consider the effects of jet blast, prop wash, and rotor wash on aircraft, vehicles, and maintenance equipment during ground operations.” At roughly a hundred feet behind a typical airliner engine, according to Boeing, exhaust velocities are over 200 mph. (http://www.boeing.com/commercial/aeromagazine/aero_06/textonly/s02txt.html). Hopefully they won’t be using that kind of power when taxiing, but breakaway power (thrust needed to get moving from a dead stop) is still considerable, and even thrust generated at taxi power can make life interesting in a light single. They are, after all, designed to turn airflow over the wings into lift! A recent piece by Boldmethod recommends taxiing 400-500 feet behind a typical airline jet. (<https://www.boldmethod.com/learn-to-fly/maneuvers/taxiing-behind-jet-blast/>)

Last, but certainly not least, it’s important to be a team player when flying at airports with airline traffic. We are all ambassadors for GA, and people will project bad behavior by a mere few onto the entire group. Be professional, be safe, and leave everyone with a good impression.

FIGURE 6. MOVEMENT OF VORTICES FROM LOW-FLYING LARGE AIRCRAFT



Chapter Ray Scholar Update: Sonja Karner



Organization Fair for the first time in several years and we surprisingly recruited a large number of students to become members. We have a great group of helicopter students and other helicopter enthusiasts on campus this year, so I hope to have many fun events such as barbecues at the hangar, alumni panels, guest speakers, etc.!

You, EAA chapter 252, have truly inspired me to take on this role and create a supportive and encouraging group on campus. My goal for September is to create our leadership board, redesign our logo, and plan our first event.

My last update is that on Saturday, September 4, I finished my second helicopter course here at UND! It was our "Intro to

Hello all!

I am in my second week of fall semester here at the University of North Dakota and wanted to send some updates back home to everyone!

As some of you know, I had the opportunity to work as a UND Student Ambassador at EAA Oshkosh Airventure 2021. I also got to fly our Robinson R-44 Cadet into the show with a CFI! It felt incredible to have the honor of flying back home while representing UND Aerospace. Our entire flight was about 6.4 hours, including the hold around Puckaway Lake upon arrival. Throughout the week, I got to talk to a wide variety of aviation enthusiasts and share stories. The entire week's experience gave me a greater appreciation for the show and for all of the volunteers, staff, and attendees that make it

possible. I know many of you participate in such roles and I would personally like to say thank you! One of my favorite experiences from the week was taking a "field trip" with our team to Fisk, where we watched the controllers direct and welcome pilots into the show! The location surprised me because it is quite literally just a small trailer on a hill and four/five controllers sitting outside with binoculars identifying all aircraft to direct them into each arrival route. It was so cool!! If you have not seen it yet, you should make a point of going out next year!

I am working on bringing our UND Helicopter Association club back to life. On Wednesday, September 1, I gathered a small group of other helicopter students to represent the association at the UND Aerospace Student

Commercial" course, in which I focused on fine-tuning the maneuvers I learned in private, as well as building my solo hours. I built most of these hours through solo night cross-country flights, which were extremely empowering. The first time, it felt very eerie to be up there in the dark, by myself, and away from KGFK, but I quickly felt all of my training in decision making, illusions, etc. come to fruition and the time strengthened my confidence as a pilot. My course stage check (UND's version of a checkride/final exam) went very well and I am now clear to start working on instruments! I am very excited to start this upcoming week!

I hope you all have a great month!

Sonja Karner

Wittman Airport – Oshkosh

EAA Chapter 252

Pancake Breakfast & Young Eagle Rally



September 11, 2021

7:30 – 11:00 A.M.

Wittman Airport Terminal

525 W. 20th Ave.,

Oshkosh, WI 54902

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/?2379>

**Pancakes (all you can eat),
Sausage,
Scrambled Eggs,
Milk, Juice, or Coffee**

Adults: \$7.00*

Children under 10: \$3.00

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

Special thanks to
Wittman Regional
Airport for hosting
us in the New
Airport Terminal.

Hosted by **EAA Chapter 252**
and **Wittman Regional Airport**
Oshkosh, WI

Contact us by e-mail at: EAA252@gmail.com
Visit our web site: <https://chapters.eaa.org/ea252>



Wittman Regional Airport
Oshkosh

August 2021 Board Mtg Agenda
Thursday, August 26 at 6:00 p.m.
Virtual - GoToMeeting

Attending: Carrie Forster (President), Charlie Becker (Past President), Fred Stadler (Treasurer), Serena Kamps (Secretary), Jim Cunningham (Newsletter Editor), Wayne Daniels (Board Member), Jim Casper (Board Member), Joe Sonnleitner (Pancake Breakfast co-chair)

Old Business:

Pancake Breakfast - Saturday, September 11, 2021

Volunteers still needed - Joe will send info to Carrie who will email it out to the whole chapter

Joe already spoke with Kwik Trip and Perkins

Joe inventoried paper goods, etc. - submit receipts to Fred

Fred suggested some type of a dry run at the terminal building to check on circuit breakers, etc. (Fred, Jim C. and Joe will meet Tuesday at 5:00 at chapter hangar.)

Carrie will email Jim Schell to let him know we are going over to check things out on Tuesday to make sure we have access and to ask if there is storage at the terminal for the pancake griddle

Charlie, Jim C. and Wayne will move the griddle to the hangar (was used by EAA during AirVenture)

Young Eagle Rally - Saturday, September 11, 2021

Serena reported there are 25 kids registered, 7 pilots, and 5 ground volunteers

Will take walk ups as able; prefer preregistration

Serena will check with Dennis about event poster and will email poster to board

Carrie will share poster on social media

Ray Aviation Scholarship - Carrie and David

Lucas will finish his training at Eastern Kentucky University - he is enrolled in the professional pilot program

Will refund Lucas' unused funds to EAA

Two scholars chosen for 2021 (we were awarded one scholarship, then were able to get additional funds because the Ray Foundation increased their award to EAA for the program and chapters who had had a successful scholar in the past were able to apply)

Monthly Gatherings and Upcoming Events

September 9 - Annual Corn Roast (at the chapter hangar)

Jim Casper will make the corn

Need someone to grill - Wayne will grill; Jim Cunningham will assist

October 14 - Chris Henry talking about the Huey at EAA Museum

No food, meet at the Museum

7:00 start time at the museum (Carrie will check with Chris Henry)

November - IMC Club reboot

Chili (people bring)

Monthly Gatherings:

2021 Chapter Gatherings	Topic/Presenter
Thursday, September 9	Corn Roast - chapter hangar Jim Casper will make corn Wayne will grill
Saturday, September 11	Pancake Breakfast/YE Rally New Terminal Building
Thursday, October 14	Chris Henry, Huey, at the museum (no meal; meet at the museum)
Saturday, October 16	Flying Start at the chapter hangar, Carrie, John, and David
Thursday, November 11	Radek Wyrzykowski IMC Club reboot
Thursday, December 9	
Saturday, January	Holiday Gathering at the Roxy?

Board Meetings:

2020 Board Mtgs	Location	Confirm Date?
August 26	virtual	
September 23	virtual	
October 28	virtual	
November 25	virtual	Thanksgiving Day - change date
December 23	virtual	

New Business:

Hangar Use

Warbirds 32 will use the hangar for their monthly meetings
-they will give \$1,000 to the chapter for the use for the year

IMC Club

-Radek **Wyrzykowski** will get the IMC club going again

-Radek developed IMC Club for EAA; he is a Master CFI/CFII

--fourth Tuesday of the month

-November chapter gathering as a restart of the IMC club at our general gathering to let people know what it is and then re-sure in January

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

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

The Pylon is the monthly newsletter of EAA Chapter 252 and is published monthly. Digital copies are emailed to each chapter member. Hard copies are mailed upon request to those without email access. Current and past copies can be accessed from the chapter website at www.252.eaachapter.org. If you have submissions for the newsletter, please send to editor Jim Cunningham no later than the 20th of each month preceding the issue month at jlcunni6@yahoo.com. Submissions received after the 20th will be included at the editor's discretion in the next month or held for a future issue. Submissions in either Word or similar format, and photos in .jpg format are appreciated.

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av8rharpist@gmail.com

Newsletter Editor:
Jim Cunningham

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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