

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

President's Report— Carrie Forster



We're trying something a little different for our Virtual Chapter Gathering this month. We're taking the opportunity to take a virtual "field trip" and we have five different chapter members who will share about building projects, ranging from new project build to restoration to avionics upgrades on experimental and certificated aircraft. It should be interesting to learn about all these projects and a great opportunity to ask questions of the presenters as well.

As the weather warms up and the vaccine roll out continues to pick up speed, we're looking at more in person opportunities this summer. Although we have canceled the April pancake breakfast and YE Rally, we are looking into the possibility of some kind of rally this summer. EAA is also offering an incentive for pilots who fly YE in the months of June, July, and August and will double the YE credits earned from \$5 per flight to \$10 per flight. Those credits are used to sponsor youth for Air Academy and to purchase supplies related to youth programs. Volunteer pilots can fly youth on their own individually, it doesn't have to be associated with a rally. Paperwork is easy to complete. Reach out to me if you have any questions about this.

Air Academy has been canceled for this coming summer due to Covid. Concerns about safety continue, especially as many youth attend from out of our area and may have to travel great distances to get here. We had two students, Karver Repp and Alayna McKinnon, who were awarded scholarships for summer 2020. They have now been delayed twice, but will still receive their scholarships for summer 2022.

You'll see our announcement elsewhere in this issue that we have been fortunate to be selected once again for a Ray Aviation Scholarship. Watch for information on how to apply, but start thinking about any youth you know that you think would make a good candidate for the scholarship. Details about requirements are in this issue.

I hope you can join us for our March virtual gathering.

Blue Skies,

Carrie

Save the date!

March 11: Virtual Chapter Gathering Online

6:30 PM—8:30 PM

Virtual Field Trip

Chapter 252 member aircraft building projects

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February Chapter Gathering Report

Helicopter pilot and aerial firefighter Mike Strasser joined us virtually for a look into the world of aerial fire-fighting and his experiences flying a variety of different aircraft performing his work, including the Erickson Air Crane and Chinook. In answer to a question about timing for dropping water or retardant, Mike said that is entirely manual and based on experience and estimates.

Mike also passed along something most of us hadn't heard before... he and his colleagues frequently on smaller fires that do not get a TFR. Just because there is no TFR doesn't mean operations aren't taking place on a fire, so please stay clear of them... don't decide to fly near one to check it out, lest you get in the way of aircraft working the fire.



Mike also talked about the Chicken Wings comic he and his brother create (Mike primarily comes up with the story and his brother Steph illus-

trates). The characters and many of the strips are "inspired" by real people and events in the aviation world (including your newsletter editor).

March Chapter Gathering: Online

Virtual Builders Field Trip

Join us as several members share a bit about the projects they are working on!

Fred Stadler: Fred will share about his recently acquired GlaStar and the modifications he is planning for the aircraft.

Brian Lee: Brian is doing a restoration of a "Tinkertot", an original custom designed, custom built homebuilt from the 1970's.

Mick Warning: Mick is a new member of our chapter and will share his Bushcat project. To get an idea of what it's all about, have a look here--> <https://eaabuilderslog.org/?s=BushCat376WW>

Eric Abraham: Eric will share his RV-10 project.

John Forster: John will talk about panel upgrades to his 1974 Piper Archer,

including installation of G275s.

Thu, Mar 11, 2021 6:30 PM - 8:30 PM (CST)

Please join my meeting from your computer, tablet or smartphone.
<https://global.gotomeeting.com/join/495277933>

You can also dial in using your phone.

United States: [+1 \(571\) 317-3112](tel:+15713173112)

Access Code: 495-277-933

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Chapter 252 Selected for 3rd Year of Ray Scholarships

We are excited to announce that Chapter 252 has been selected for the 2021 Ray Scholarship program. This will be our third year in a row participating in the program.

Local candidates must meet the following criteria:

- Minimum of age 15 for glider training.
- Age 16-19 for powered flight training.
- Possession of a student pilot certificate.
- Possession of FAA medical certificate. (private pilot students)
- Be able to begin their flight training within 60 days of receiving the award.

Additional consideration will be given to candidates who are former Young Eagles, EAA student members, and

actively participating in the EAA Flight Plan, specifically the Sporty's Learn to Fly Course.

Once selected by the chapter, the youth will also be screened by EAA through an application process, which will require approval from the local chapter. If approved by EAA, the scholarship recipient will have to comply with the following requirements.

Partake in two hours of chapter volunteer service per month, such as:

- Young Eagles rally volunteering.
- Pancake breakfast/fly-in volunteering.
- Chapter build project support.
- Chapter gathering participation.
- Submit regular progress reports, signed off by local chapter and CFI.
- Reach flight training milestones, as

outlined by EAA's training timeline.

Watch for more information to be coming soon about who is eligible and how to apply for the scholarship. You can find out more about the program here: <https://www.eaa.org/ea/eaa-chapters/ea-chapter-resources/chapter-programs-and-activities/ray-aviation-scholarship-fund>

Young people who are members of our chapter are encouraged to apply, as well as family members or friends of chapter members who meet the eligibility criteria. We will have a scholarship application process and an interview for finalists. Watch your email in the coming weeks for a link to apply. If you have questions, email Carrie Forster at ea252@gmail.com.

Welcome New Member Alayna McKinnon

As Carrie mentioned in this month's president's report, EAA Air Academy for this summer had to be canceled once again due to the pandemic and the students nominated by our chapter have had to postpone their attendance for a second year. We are pleased, however, that our nominee Alayna McKinnon has decided to join our chapter.

plane. I am also an active member in my Girl Scout troop. I volunteer at Beaming Inc. which is a therapeutic riding center. I am a part of a club where we fly drones around the school and I am a part of my school's equestrian team. I am an avid reader as well. I am excited to continue to grow in my love of aviation by being part of EAA Chapter 252. "

Welcome, Alayna!

"My name is Alayna McKinnon. I am 15 years old and I attend Xavier High School in Appleton WI.

I have always enjoyed flying since I traveled on my first airplane when I was 18 months old. Mr. and Mrs. Forster helped grow that love of flying when they took me up in their air-



Know Your SOS (Surface Observation System)

Jim Cunningham
CFII

Back when your newsletter editor learned to fly, riding pterodactyls and using charts in Sanskrit on clay tablets to navigate, the source of weather information at a particular airport came from someone who was there and observed it. For the most part this meant towered airports along with the occasional person at the FBO's radio at the counter to give you a report. Some towers had trained weather observers for after-hours information, but many didn't, and at non-towered airports there was no one to talk to after the FBO closed. Weather specialists at Flight Service Stations were available on the radio, but they, too, had limited data to work with.

Then along came the robots. Several different types of automated sensors were combined into automated weather stations which then broadcast weather information on radio and on ground lines. Their initial capabilities were limited both in terms of what they could sense and how accurately they sensed it. Controllers preparing ATIS information would sometimes shake their heads at what the units told them what the weather was, then made manual observations the old fashioned way.

Much has changed since then, and today's systems are more reliable and perform many more measurements than their ancestors did. New capabilities continue to be added as stations are overhauled and upgraded. Not all models are equal, however. Some have not been upgraded to the latest versions and lack certain capabilities, while others are of a different type of unit. Un-

derstanding some of the differences can be important in making some weather decisions, especially in flight now that we have the information beamed to us in the cockpit via ADS-B.

To find out what kind of unit is generating the weather at a particular airport, check the data on your favorite app or flight planning web site. If you are looking at a scan of a sectional chart, the information is included with the rest of the airport data. Most airports today use and AWOS-3 or ASOS. An ASOS has sensors which are more sensitive and also provide additional information (e.g. precipitation occurrence). AWOS-3s are catching up, however, with the AWOS-3P and AWOS-3PT in particular adding precipitation and thunderstorm and lightning capability.

The latter capability is increasingly important as we move into spring and convective activity season. If you suspect thunderstorms are in the area and intend to use AWOS data for immediate reporting, check the system type from airports you are looking at. An AWOS-3PT or T has thunderstorm reporting capability, while the straight 3 models do not. Waupaca (PCZ) and Dodge County (UNU) for example, have straight AWOS-3s, while Manitowoc (MTW) and Sturgeon Bay (SUE) have PT models. ASOS units

(Sheboygan (SBM), Fond du Lac (FLD), etc.) do NOT have thunderstorm detection, but do have precipitation detection capability. The METAR from any of them will only indicate AUTO and will not tell you the system type.

Data from automated weather stations appears as METARs in our online pre-flight briefings and a variety of apps. In flight we typically use ADS-B or XM now, but there is no substitute for receiving the most current information available and that's by radio (ADS-B and XM information can be delayed while radio direct from the automated station gives minute by minute updates). Automated weather broadcasts officially have a range of 25 miles up to 10,000 feet, but like many other things this varies with local conditions. One problem this author has experienced is overlapping AWOS transmissions from different airports on the same frequency blocking their transmissions until you get closer to one station or the other. Make sure the data you are listening to is for the airport you want and not another station in this situation.

Lastly, automated weather data can also be obtained by phone. This is handy for a quick check before departure if need be.

For more information on automated weather reporting stations, see the AIM, Chapter 7, 7-1-12.

Element Reported Type	Wind	Visibility	Temperature Dew Point	Altimeter	Density Altimeter	Cloud/Ceiling	Precipitation Identification	Thunderstorm/Lightning	Precipitation Occurrence	Rainfall Accumulation	Runway Surface Condition	Freezing Rain Occurrence	Remarks
ASOS	X	X	X	X	X	X	X			X		X	X
AWOS-A				X									
AWOS-A/V		X		X									
AWOS-1	X		X	X	X								
AWOS-2	X	X	X	X	X								
AWOS-3	X	X	X	X	X	X							
AWOS-3P	X	X	X	X	X	X	X						
AWOS-3T	X	X	X	X	X	X		X					
AWOS-3P/T	X	X	X	X	X	X	X	X					
AWOS-4	X	X	X	X	X	X	X	X	X	X	X	X	
Manual	X	X	X	X		X	X						X

REFERENCE— FAA Order JO 7900.5, Surface Weather Observing, for element reporting.

Member Profile: Tom Janssen

To some, airplanes flying into airports are a noise nuisance. To chapter member Tom Janssen, however, the DC-3s of North Central Airlines flying over his house near the Appleton airport were an inspiration to him as a young boy. Seeing them led to an interest in building model airplanes as he made his way through youth.

Taking flying lessons had to wait until after law school (he graduated in 1967) and getting his new family situated. Tom learned to fly at Appleton and earned his private pilot license in 1974, flying Cessna 150s. Later he earned his instrument rating enjoyed renting a Cardinal for longer trips to Florida and out west with his family. A trip to Albuquerque, New Mexico, in particular is one he remembers well. Approaching the city at night it was invisible behind a mountain ridge until he got close to it (these were the days before GPS and accompanying terrain alert features)! "Don't fly into Albuquerque at night!" is Tom's advice.

Tired of renting, Tom became a partner in a Cherokee Challenger, and eventually ended up being the sole owner; he sold the airplane 10 years later.

On New Year's Eve of 1998, Tom ran into a former classmate and friend at a party. His friend had a Stinson 108. Tom was smitten by it and decided he had to have one of his own. Buying one sight unseen based on the reputation of the restorer, Tom quickly came to regret the decision as he ran into numerous mechanical problems (including a seat coming unlocked on takeoff and brake problems on a landing). Tom belatedly learned that he wasn't the only person who had issues with a Stinson restored by the supposed expert, who, it turned out, wasn't even an A&P. At about 80 hours his next problem appeared-- the engine.

A variety of the engine parts had to be replaced, including the crankshaft.



Tom located a Stinson project in Portland, Oregon, that had a crankshaft, engine, and airframe. He ended up buying the whole package and brought it home in the fall of 2002. He restored it with the help from friends in the classic EAA tradition, and the airplane won the Outstanding Stinson Award at AirVenture 2016 at Vintage. Tom says that the best advice he got on flying taildraggers is they "are not safe until on the ground, in the hangar and the door is closed."

Tom also owned a Piper Arrow which he used for longer trips including several to Canada; he sold that airplane in 2019.

Tom has three children. One caught his father's aviation bug and became a pilot (the others are an actress and college professor) and works for a charter company out of Green Bay where flies King Airs and Cessna Citations.



Chapter member Tom Janssen's restored Stinson 108.

February 2021 Board Mtg Minutes

Thursday, February 25 at 6:00 p.m.

Virtual - GoToMeeting

Attending: Carrie Forster (President), David Leiting (Vice President), Serena Kamps (Secretary), Fred Stadler (Treasurer), Jim Cunningham (Newsletter Editor), Doug Milius (Membership), John Forster (YE Coordinator), Charlie Becker (Past President), Jim Casper (Board Member), Wayne Daniels (Board Member)

Old Business:

Ray Aviation Scholarship - Carrie

Solo report submitted. Next installment of funds received. Lucas studying for written. Google meeting scheduled for first Monday of the month. Eric joined last time. Waiting to hear if we've been chosen for another scholarship.

Air Academy 2021 cancelled. Carrie suggested we keep the same two Air Academy Scholarship winners and apply credits to next year. Wayne made motion, Doug seconded. Motion carried

Monthly Gatherings and Upcoming Events

March 11 - Virtual Builders' presentations (4 volunteers to share, so far)

Other:

Jamie's use of hangar ok'd.

Doug suggested giving presenters gifts from chapter. Prop letter opener. Will give to our last two presenters.

Charlie suggests we should have a YE rally on Int'l YE Day (Saturday, June 12) as our first public event. Use youneaglesday.org for advance sign up only. Preliminary discussion of COVID precautions. Discussion of location. Likely Weeks would work. Will wait to confirm and advertise.

2021 Chapter Gatherings	Topic/Presenter	Food/Person responsible
Thursday January 14		
Thursday February 11 (virtual)	Mike Strasser (Helicopter Pilot, Co-Creator of Chicken Wings Comic)	
Thursday, March 11		
Saturday, April 10	Pancake Breakfast/YE Rally CANCELED	
Thursday, May 13	EAA's Chris Henry	
Thursday, June 10		
July 25 - August 1	AirVenture Pancake Breakfast????	
Thursday, August 12		
Thursday, September 9	Corn Roast - Munsil's?	
Thursday, September 11	Pancake Breakfast/YE Rally	
Saturday, September 25	Flying Start?	
Thursday, October 14		
Thursday, November 11		
Thursday, December 9		
January 2022	Holiday Gathering at the Roxy?	

2021 Board Mtgs	Location	Confirm Date?
January 28	ONLINE	
February 25		
March 25		
April 22		
May 27		
June 24		
July 22		Week before AirVenture - cancel or keep?
August 26		
September 23		
October 28		
November 25		Thanksgiving— 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.eeachapter.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.

Chapter Officers & Board of Directors

President: Carrie Forster
920-540-6432
forster@new.rr.com

Hangar Manager: Jim Kress
920-233-5660
jim.kress@att.net

Young Eagle Coordinator:
Serena Kamps
av8rharpist@gmail.com

Vice-President: David Leiting, Jr.
262-914-4278
davidleiting47@hotmail.com

Past-President: Charlie Becker
920-573-3381
sonex450@gmail.com

Eagle Flight Coordinator:
Serena Kamps
av8rharpist@gmail.com

Secretary: Serena Kamps
av8rharpist@gmail.com

Board Member: Wayne Daniels
920-410-0107
wedan444@sbcglobal.net

Newsletter Editor:
Jim Cunningham
jlcunni6@yahoo.com

Treasurer: Fred Stadler
920-303-5582
stadler@att.net

Young Eagle Coordinator:
John Forster
ea252ye@gmail.com

Chapter Resources

Chapter member advisors (aviation professionals, or experienced & EAA recognized) who are active as mentors and support Chapter programs/events.

Joe Norris
EAA Tech Counselor
EAA Flight Advisor
joepilot13@gmail.com
920-688-2977

Lyle Forsgren
EAA Tech Counselor
lands@northnet.net
920-589-2060

Tim Hoversten
EAA Tech Counselor
thoversten@eaa.org
920-426-6846

Jim Kress
CFII
jim.kress@att.net
920-233-5660

John T. Monnett, Jr.
EAA Flight Advisor
john@sonexaircraft.com
920-426-5402

Owen Russell
CFI, EAA Flight Advisor
owenrussell@gmail.com
920-582-4328

Andy Miller, CFII
Chapter 252 IMC Club Leader
andym@squadrontech.com