

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

## President's Report— Carrie Forster

Keeping connected with friends, family, and co-workers during COVID-19 has been a challenge. Although in general I prefer in person interactions, there have been some

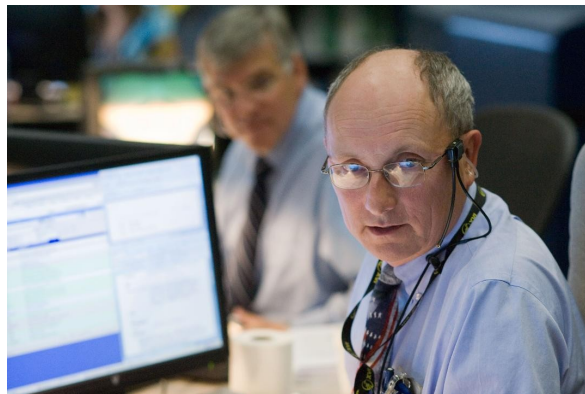


unexpected benefits of the virtual gatherings I've experienced since mid-March. One of those benefits is interacting with people across distances that you wouldn't have been able to before. I've been having some virtual game nights with friends and family, all from the comfort of our own living rooms. My sister-in-law has family in Florida she typically sees once or twice a year. Now, they're having game nights every few weeks - a new and more frequent interaction that they plan to continue.

Our chapter experimented with our first virtual chapter gathering in May. We had a modest turn out, which wasn't surprising since this was something new. Our board met virtually at the end of May and one of our main agenda items was how to proceed with chapter gatherings. Due to current CDC guidelines still advising against gatherings of more than 10 people, the board voted to continue with virtual gatherings for June and July. We'll revisit the issue in July for the August gathering. We did realize that one advantage of a virtual gathering is the ability to invite a guest speaker from out of our immediate area.

## June Chapter Gathering: Online

**June Virtual Chapter Gathering on Thursday, June 11:** One advantage of online chapter gatherings is the ability to host presenters who are not able to come to our chapter facility. This month our guest will be Paul Dye, who will give his presentation "Space Shuttle for Pilots," a pilot report on the space shuttle. Paul has over 40 years of aviation experience as an engineer, builder and pilot. For 33 years, he worked in increasingly responsible roles within the US (NASA) Manned Space Program, eventually, as the overall lead of many missions to space. He retired from NASA in 2013 as the longest-serving Flight Director in U.S. history. After retiring from NASA as a Lead Flight Director for Human Spaceflight, he became Editor-in-Chief for Kitplanes Magazine; he currently serves at Editor At Large.



### Save the date!

#### June 11: Virtual Chapter Gathering.

Information on how to connect online and participate via GoToMeeting will be sent to chapter members soon. Paul Dye will be our guest (see below).

### Inside this issue:

May Chapter Gathering	2
Ray Scholar Runner Up	3
Chapter Member News	3
Chapter 252 Upcoming Events	3
Chicken Wings Aviation Comic	3
In-Cockpit Nexrad	4
Member Profile: Wes Koplitz	5
EAA Convention: 1970	6
The Wittman Chronicles: Dorothy's Missing Wheel	7
Aeronca O-58 Project Update	8
Airport Construction Update	9
Board Meeting Minutes	10

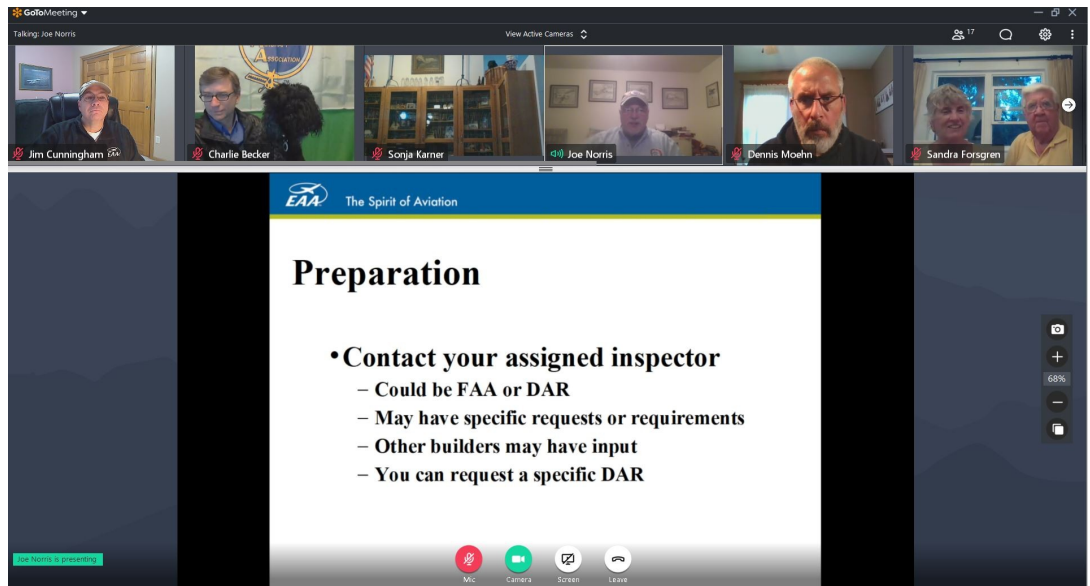
# May Chapter Gathering Goes Online

The May, 2020 Chapter 252 gathering was held online due to the current pandemic. Although attendance was lighter than our usual gatherings--several members speculated that this was probably due to an inability to provide food in a virtual environment-- everything went well. The online format also allowed chapter members who are currently residing in other states to join in. Technical issues were pretty much non-existent and members enjoyed catching up on their aviation and other activities before the presentation. Chapter member Charlie Becker brought the meeting's only guest, who he introduced as Molly. Molly is not a pilot but does enjoy helping Charlie work

on his airplane project as an observer/supervisor.

Longtime chapter member Joe Norris, who wears many hats including that of Designated Airworthiness Representative, gave a presentation on the inspection and certification process on amateur-built aircraft that must be done before a first flight. Joe has done many of these and provided examples of common problem areas with N

number sizes and formats, data plate discrepancies, placard and marking errors and omissions, hardware issues, and provided some interesting photos of each. Some of these were rather... interesting. Joe also reviewed the registration process along with dos and don'ts before an inspection that will help get your airplane signed off without difficulty. The time to start preparing for your inspection is the day you start building.



## Chapter 252 Scholarship Runner Up

The Chapter 252 Scholarship Committee had a difficult choice in selecting only one member for our Ray Scholarship earlier this year. Both of our candidates were highly qualified. Although we couldn't match the amount of the Ray Scholarship, the chapter has decided to award our own \$500 training scholarship to our other candidate and chapter member, Julia Juedes. Julia

received a Young Eagle flight and set to work on completing her Sporty's ground school course. She began flight training and is progressing with her private certificate with the Winnebago Flying Club. Julia is a busy person, and has performed approximately 300 hours of community service in fundraising activities since starting high school. Julia's goal is to complete her pri-

vate at age 17 and then proceed with additional ratings up through the commercial and instructor levels. The scholarship committee members all believe that she will accomplish this goal! Chapter members can make additional donations to Julia's training; no amount is too small! Donations can be sent via Fred Stadler, 1742 Hunters Glen Drive, Oshkosh, WI, 54904.

## Chapter 252 Member News

Chapter 252's Ray Scholar Lucas Pulvermacher's scholarship has been approved by EAA for the chapter to administer. The award also includes a Zulu headset from Lightspeed. Congratulations, Lucas!

Congratulations to chapter member Sonja Karner who will be starting at the University of North Dakota this coming fall. Sonja will be (surprise) earning an aviation degree with an emphasis on the professional pilot track.

EAA Chapter 18 member Matt Naiva is looking to borrow a Time Sert Spark Plug Repair Kit. He is willing to pay shipping to Wauwatosa. If you can help please drop him a line at [corvaircoupe@gmail.com](mailto:corvaircoupe@gmail.com).

## Chapter 252 Upcoming Events

### Carrie Forster

Our June and July chapter gatherings will be virtual events in accordance with current CDC guidelines. In July the board will determine whether the August chapter gathering will be held in person at the hangar (likely with a virtual component) or virtually. We'll keep you updated via the Pylon, Facebook, and chapter email.

Our fall Pancake Breakfast is still on the calendar for September 12. This date could change due to the terminal demolition and construction or due to COVID-19 guidelines. The EAA hospitality group is offering a webinar on food handling for chapters that will help us ensure food safety when we do have events with food again.

Our Flying Start program that had been planned for May has been postponed indefinitely. Our initial hope was to have it in the fall, but we haven't chosen a date. We'll continue to monitor guidelines to help us know when the time is right to reschedule. We are all anxious to return to having chapter events and will do so when the time is right.

## CHICKEN WINGS®

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BY MICHAEL AND STEFAN STRASSER

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



**“In some extreme latency cases, the actual conditions could be up to 15 to 20 minutes OLDER than the age indicated on the display.”**

**Jim Cunningham  
CFII**

It won't be long now before summer thunderstorms and squall lines come chasing across the sky and interfering with flying trips. For decades the best most of us have had for avoiding them in the air were forecasts that they might appear at some point and then looking for them. Services such as HIWAS and Flightwatch were of some help, but usually didn't provide a lot of information.

New in-cockpit weather systems give today's pilots vastly improved weather information, and there are indications that this has reduced weather-related GA accidents. Like all tools, in-cockpit weather must be interpreted and used properly.

While a number of weather products are available on various apps and systems that provide datalinked weather, the favorite for thunderstorm and convective activity avoidance is Doppler weather radar. This can be obtained either from SiriusXM weather beamed in by satellite via a paid subscription service,

## In-Cockpit NEXRAD

or the free FIS-B information broadcast from ground stations as part of ADS-B in. The two are a little different, with XM being of higher resolution and featuring more frequent refresh rates. Last July SiriusXM announced that they had their update period for all their weather information down to just 2.5 minutes.

For most of us, ADS-B in is the source of choice. Since the signals originate from ground stations, it operates by line of sight, so you may not be able to receive weather (or traffic) while sitting on the ground, at low altitude, or in mountainous terrain. Plan ahead for that limitation if receiving such information is essential for the safety of your flight.

There is also a difference in radar resolution capability with ADS-B in radar depending on range. Radar data for more than 250 miles from your position is low and is refreshed only once every 15 minutes. For most of us in single engine piston aircraft, this isn't much of a problem. Within the 250 mile range you can expect higher resolution

radar information that is updated more frequently, ideally five minutes.

It is important, however, to remember that any radar imagery you see in the cockpit is historic and not current information. Convective activity in particular can grow and change very quickly. In addition, the age of the information shown on your display may not be the age of the data but may be time it was received by the system rather than when the radar snapshot itself was taken. As stated in the current FAA Pilot's Handbook of Aeronautical Knowledge: "In some extreme latency cases, the actual conditions could be up to 15 to 20 minutes OLDER than the age indicated on the display. You should consider this age of the oldest NEXRAD data in the mosaic can exceed the age indication in the cockpit by 15 to 20 minutes."

In-cockpit weather gives us more tools than we've ever had before to fly safely. Take some time to learn how to use it to maximize yours.

To learn more about in-cockpit weather check out this online course from our friends at AOPA!

[https://flash.aopa.org/asf/ifrinsights\\_cockpitwx/](https://flash.aopa.org/asf/ifrinsights_cockpitwx/)

## Member Profile: Wes Koplitz

It's no surprise that chapter member Wes Koplitz became a pilot and aviation enthusiast. He grew up on a dairy farm south of Oshkosh, harvesting hay on the south end of the field in the 1960s and 70s. Sometimes the controllers wouldn't see them and it took forever to get a green light from the tower to cross the runway. And sometimes they went across without permission. This would generate a visit from none other than the airport manager, Steve Wittman himself, begging them not to do it again. "I'll get written up!" he'd tell them. Wes also got to visit Wittman's hangar.

Working at Mercury Engineering, he went flying with his co-workers in their airplanes and like many of us decided he needed to learn to fly, too. Wes bought a 1961 Cessna 150 in 1986 and started lessons. In a classic example of life getting in the way, he did not finish his training and get his private pilot certificate until October of 1991. Among the intervening events was a call to active duty for the National Guard for service in Desert Storm.

Wes retired from Mercury Engineering in 2017 after a 45 year career with the company and, being freed from work schedules, embarked in a long tour of the country in his Cessna 150. He flew low and slow, took every-

thing in, and didn't care about how long it took (flight time alone totaled 63 hours). More than once he ended up staying a location for several days because of weather, and each time took advantage of exploring the area and seeing places he didn't know existed. Other times he was

not able to make as much progress in a day because he spent extra time making new friends at what was supposed to be a quick-turn refueling stop, especially when people at the airport are EAA members and want to talk about convention when they learn he's from Oshkosh. During convention in July you can find him volunteering at the docks of the Vette Seaplane Base; he logged 50 hours there in 2019.

Wes also has a one third ownership in a Tri-Pacer, and currently is working on a Kitfox Classic 4 project. He has a 100 HP Rotax engine and most of the



**“During convention in July you can find him volunteering at the docks of the Vette Seaplane Base; he logged 50 hours there in 2019.”**

required components to complete the airplane and would welcome any assistance from chapter members to help get the Kitfox over the finish line and into the air.

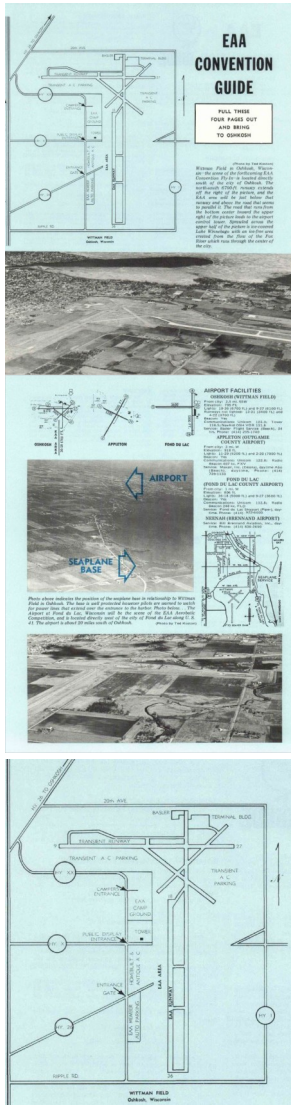
Wes looks forward to making another national tour to explore other parts of the country when circumstances permit. When you do, Wes, we hope that you'll write up your adventures as you make your way and share them with the chapter.





## 1970: EAA Prepares For Its First Oshkosh Convention in 14 Years

### 1970 EAA Convention Guide



*Jim Cunningham*

The June, 1970 issue of Sport Aviation had an insert about the year's upcoming convention to be held in Oshkosh for the first time since 1956 (an event that didn't exactly go well). Check out the site map and see how we've grown. Accommodations were available in the on-site campground, in the now-UWO dorms, and the other usual places that we still use today... with one exception. Attendees could rent houseboats from a couple of different outfits.

Aircraft tiedowns were free of charge, but you had to bring your own hardware (or buy it on site). Bus service was available from the transient aircraft tiedown area on the east side of the field... for \$.25 a ride. Each morning from 5:00 to 7:30 AM efficiency flight tests were held for aircraft for which plans were available were held; any individual wanting their individual airplane tested for their own satisfaction could have the same evaluation conducted in any unused slots.

A youth program and other activities designed to occupy the children of EAA members while their parents are participating in formed or activities in the aircraft area" was available, and a "teen dance" was to be held. Young people were "encouraged to bring their musical instruments and provide their own sound" for this. Anyone here know how that turned out...?

### HOUSEBOATS AVAILABLE TO GROUPS

For those preferring something "different" in the way of accommodations during the EAA Fly-In, large houseboats are available for cruising the various lakes in the Oshkosh region.

Six-passenger houseboats are available from:

Party Doll Fleet  
 Wolf River  
 Fremont, Wisconsin 54940  
 (414) 446-2224

Party Doll's Class A boats measure 37x14 feet, with a 10x20 foot cabin, and are equipped with three double beds, furnace, refrigerator, stove, cooking utensils, deck chairs, sun roof and walk-around deck, and are available for the entire week for \$380.00; 72 hours for \$215.00, and 48 hours for \$160.00.

Their Class B boats have similar facilities, but measure 35x12 feet with an 8x20 foot cabin. These rent for \$330.00 for a week; \$185.00 for 72 hours; and \$140.00 for 48 hours.

Fully-equipped Chris-Craft houseboats are available from:

Clark & Lund Boat Co.  
 508 W. 4th Avenue  
 Oshkosh, Wisconsin 54901  
 (414) 235-0920

The 46 foot "Aqua-Home" sleeps eight in three cabins equipped with queen-size beds at \$895.00 for seven days, \$545.00 for a three-day weekend; and \$545.00 for a four-day mid-week period.

The 34 foot "Aqua-Home" sleeps six on two state-rooms, and is similarly equipped and rents for \$595.00 for seven days, and \$395.00 for either a three-day weekend or for four days in mid-week.

### YOUTH PROGRAM

Once again the EAA is presenting a well-rounded program of crafts, games, recreation, entertainment, and other activities designed to occupy the children of EAA members while their parents are participating in forums or activities in the aircraft area.

### TEEN DANCE

A teen dance is being planned for the older sons and daughters of EAA members at a time and location to be announced. However, the young people are encouraged to bring their musical instruments and provide their own sound.

### And Wisdom From Paul...

"A lot of fine work has been accomplished by the home-builders, the antiquers, and Warbirds, along with their wives, on weekends. Val Brugger, our Convention Coordinator, has been doing a fine job. We have prepared a four-page information pamphlet to help you at our new location. But, one must also remember to have patience, as a lot of volunteers worked hard to make this all possible, and the quickest way to dampen their enthusiasm is to complain or to criticize unjustly."

## The Wittman Chronicles: Dorothy's Missing Aeronca Wheel

*Jim Cunningham*

Student pilot Dorothy Rady was puzzled as she flew the traffic pattern at the Oshkosh airport one day in October of 1938. Every time she lined up on final approach, a car would drive out and block the runway midfield, forcing her to go around. Her little Aeronca was typical of light planes of the day and did not have a radio, so she had no way of talking to anyone on the ground. Her airplane was also lacking something else, as she would soon learn.

Rady was born in raised in Byron, Wisconsin, hometown of Steve Wittman, and knew him well. "A lot of people in the area thought his ideas were really crazy," she said, referring to his early efforts to build an airplane and ride his motorcycles at high

speeds. "I didn't tell them what good friends we were."

Like many, she worked a variety of part time jobs to make ends meet during the Great Depression, including Wittman Flying Service on weekends. As happens to folks with no interest in becoming a pilot when they start hanging around an airport, Dorothy acquired a desire to learn to fly and began taking lessons. She was at the solo stage and practicing landings at Oshkosh one day when a car began blocking the runway whenever she tried to land. She noted that when a different airplane entered the pattern that the car moved and allowed it to land, then blocked the runway again when she came around. The pilot of the other airplane that was allowed to land was

none other than her instructor, Steve Wittman. On her next pass she noted him and others standing off to the side of the runway, frantically pointing to one man holding an object over his head-- an airplane wheel like those on her airplane. Looking out at her landing gear, she noticed that the wheel on her left main was in fact missing.

She made several more low passes over the runway with power at idle to lower noise to levels which allowed Wittman to yell up instructions on how to handle the situation. Winds were out of the east and he directed her to land to the north to allow her to keep her right wing down. By this time the circling airplane had drawn considerable attention, and an estimated crowd of 150 had gathered at the airport to watch. If they were waiting to watch a crash, they were disappointed. Dorothy skillfully landed right wing low and kept the left gear off the ground as long as possible. When her speed slowed the gear eventually dragged on the ground, and the airplane slowly went up on its nose. Dorothy emerged from the Aeronca unharmed... and undeterred. She went on to complete her training and obtain her license calling Wittman "a pretty tough instructor." Dorothy married him three years later.

**"She was at the solo stage and practicing landings at Oshkosh one day when a car began blocking the runway whenever she tried to land. She noted that when another airplane entered the pattern that the car moved and allowed it to land, then blocked the runway again when she came around."**





## Aeronca O-58 Update

Chapter member Tracy Noack and her family have been hard at work recovering her brother Scott Johnson's Aeronca O58-B. This model dates back to early WWII, and was part of the "grasshopper" family of observation aircraft used in that conflict. The type certificate for the O58-B was issued in September of 1942.

Tracy reports that the wings and fuselage are ready for painting, and that the ailerons and horizontal stabilizers have fabric but need tapes and stitching. "Still to cover is the door and one elevator and gear legs," Tracy tells us. "It's a first time covering for Scott and he's doing a nice job." Scott has spent nine years on this rebuild and restoration project, which should be complete in a couple of months.

Aeronca delivered 335 O-58Bs before making modifications and continuing production as L-3Bs and building 540 more. (The designation change was due to reclassifying "observer" into "liaison" aircraft.) The L-3Bs were equipped with two-way radio, something other variants lacked. The airplanes "performed far beyond the normal call of duty," Joseph Juptner noted in his gold standard reference series *U.S. Civil Aircraft*. "And though never ... publicly acclaimed for their outstanding work, they were constantly acclaimed by those pilots who had to do the work." We are looking forward to seeing this example take to the skies once again. Stay tuned for more updates!







## Wittman Regional Airport Construction Update

**Jim Schell, C.M.**  
**Director, Wittman Regional Airport**

As part of the first phase of the new General Aviation Terminal project, Basler Flight Service is now operating from the main terminal building. Should you have any questions or inquiries about their services, please contact Basler staff at 920-236-7827. Construction on the new facility will begin in July, starting with demolition of the Terminal's West Wing (former Basler location) and associated work to prepare the site for the new GA terminal. The new terminal facility is scheduled to be complete by June 2021. We will have additional information as the start date of the project draws closer, however there should be very minimal impact to any airside traffic activity.



*Concept art of planned airport terminal*

## May 2020 Board Mtg

Thursday, May 2020 - 6:00– 7:00 PM

### Virtual Meeting - GoToMeeting

Attending: Carrie Forster (President), Charlie Becker (Past President), Doug Milius (Membership), Wayne Daniels (Board Member), Jim Cunningham, John Forster, Fred Stadler (Treasurer), Dennis Moehn, Jim Kress (Hangar Manager).

#### Old Business

Ray Aviation Scholarship: Serena Kamps reported via email that Lucas Stellmacher (Ray Aviation Scholar for 2020) has resumed flight training with Eric Abraham (Winnebago Flying Club) and that his scholarship application with EAA is complete. He currently has about 19 hours of flight time in and is getting close to solo.

June 11 Chapter Gathering: Board voted to conduct gatherings virtually for the immediate future in view of CDC guidelines suggesting all physical gatherings be limited to 10 people or less. Future months to be revisited on a case by case basis. One advantage to virtual chapter gatherings is that we do not require guest speakers to be physically at our chapter hangar. Becker and Cunningham will contact potential guest speakers for upcoming gatherings.

Young Eagles: Again given CDC guidelines as mentioned above it is not possible to hold Young Eagle events. Chapter members conducting Young Eagle flights individually are free to do so at their own discretion subject to any local regulations. An email with details will be sent to chapter Young Eagle pilots in the near future.

#### Other

Hangar Rental: A chapter member has requested to park an aircraft in the hangar from this week through approximately mid-June. Another chapter member has also requested to park an aircraft that does not belong to them in our hangar after mid-June as an interim measure until space is available in their own hangar which is currently occupied by another aircraft. Previous rental rates were discussed as was the difference between allowing member versus non-members to park in the hangar. Becker and Carrie Forster will gather more information from the two potential tenants and will report back for further discussion.

Need new Eagle Coordinator: Kyle Voltz has stepped down from this role for the chapter. After some discussion, a potential replacement was chosen; this person will be contacted and if they wish to take over the position.

EAA Aircraft Raffle: The chapter will sell raffle tickets as discussed previously; details to be determined. (Per Wisconsin State Statute, the sale of the raffle tickets must take place physically in the state of Wisconsin.) If someone flies into Wisconsin and contacts the chapter and would like to purchase a raffle ticket, Fred Stadler would be happy to meet them and sell them a ticket.



<b>2020 Chapter Gatherings</b>	<b>Topic/Presenter</b>	<b>Food/Person responsible</b>
Thursday, June 11	ONLINE	N.A.
Thursday, July 9		
Thursday, August 13		
Thursday, September 10	Annual Corn Roast	Munsil's Farm/Airstrip
Saturday, September 12	Pancake Breakfast/YE Rally	
Thursday, October 8		
Thursday, November 12		
Thursday, December 10		

<b>2020 Board Mtgs</b>	<b>Location</b>	<b>Confirm Date?</b>
June 25	TBD	
July 23	Chapter Hangar	
August 27	Chapter Hangar	
September 24	Chapter Hangar	
October 22	Chapter Hangar	
November 26	EAA leadership classroom	Thanksgiving - change date
December 24	EAA leadership classroom	Christmas Eve - change date

**EAA Chapter 252 Directory**

**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.  
Oshkosh, WI 54904**

*The Pylon* is the monthly newsletter of EAA Ch. 252 and is published monthly. Digital copies are emailed to each chapter member. Hard copies are mailed upon request to those without email access. Current and past copies can be accessed from the chapter website at [www.252.eaachapter.org](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.

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