

THE PYLON



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

President’s Report— Carrie Forster



Summer is winding down and this morning, as I write this, hints of autumn are in the air. We managed to do a bit of flying in August, and did some airport stamp collecting, which we haven’t done in awhile. We went to some new airports - and some were definitely ones we would not have landed at if not for the passport program, which was good.

Our monthly gathering this month will be the first in-person gathering we’ve had since March. In order to keep everyone safe, we will be following a number of safety protocols. We will hold our gathering outside the hangar. Please bring your own chair. We will not be serving a meal, but feel free to bring any of your own food or drinks if you would like. Masks must be worn when inside the hangar. Please practice safe distancing from others whether inside or outside. If you are feeling ill, please stay home.

The primary purpose of our gathering is social. It’s been difficult with not having in person gatherings. This is a time to connect with fellow members. We are encouraging members to taxi their aircraft over, or feel free to fly in if you would like. Gathering around some aircraft will be fun and give us some things to chat about. There are currently two Sonex aircraft in the chapter hangar temporarily, so members will also have an opportunity to take a look at those. Charlie Becker will be on hand to answer any questions you have about those planes, and I know we have some other Sonex builders in the chapter who may be able to answer questions as well.

The board has been talking quite a bit about how to keep our gatherings interesting and engaging through the fall and winter months, especially if we are unable to meet in person. One thing that we have been able to do is to invite presenters who don’t live in our area to talk to our chapter via GoToMeeting. Our presenter in October is the director of a program called Able Flight. What we will try for October is to have a virtual meeting, but also open the hangar if weather and the current state of Covid permit. How this would work is that we would send out a code for the virtual meeting for members to join from home if they wish, but then if we are able to also have an in person meeting the hangar will be open and we will project the presentation on the wall. What we would like to do is to continue to offer the virtual component even if we are able to have in person gatherings so that members who don’t feel comfortable attending in person are still able to engage with our gatherings. Watch for more information about the October gathering and other fall and winter gatherings in your Pylon and your chapter email.

Our hangar expansion project has been on hold the last few months due to the pandemic. The board is still considering all options, including expanding the current hangar or selling the hangar and building a new one. We are communicating with Jim Schell about what our options at the airport would be if we would decide to either expand or build. The board will keep you updated on our progress. One stumbling block for either project is having someone from the chapter - it doesn’t need to be a board member - who will take on leadership of the building project. We need someone to work with contractors to oversee the project. If you are interested in helping with our potential hangar expansion, please contact a board member or email me at ea252@gmail.com. I hope you all stay safe and healthy.

Blue Skies,
Carrie

Save the date!

September 10: In-Person Chapter Gathering!

In-person social at the Chapter 252 hangar. See page 2 for details.

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September Chapter Gathering: In-Person!

The chapter board is excited to announce that our September 10 Chapter Gathering will be an in-person social gathering at our chapter hangar.

This gathering will be a social opportunity and there will be no formal presentation. After many months of virtual gatherings, we wanted an opportunity for members to connect safely in person. This event takes the place of our usual fall Corn Roast at Munsil's ELO airstrip and will be held at the chapter hangar.

The event will be from 7:00 - 8:00 p.m. on Thursday, September 10. Hangar doors will be open by 6:45 p.m. No food will be served.

In order for this event to be safe for everyone, please adhere to these safety guidelines:

- Please bring your own chairs, beverages, and food.
- Seating will be outside and six seat separation between individuals or family groups will be expected.
- While we usually encourage members to bring guests, at this time guests outside of members of your own household are discouraged.
- Masks are strongly encouraged and we will have masks available for those who do not have one.

Please do not attend if the following criteria apply to you. (We are using the following guidelines that EAA uses for employees.)

- Fever of 100.4 or higher
- Any symptoms such as sore throat, cough, etc.

We will continue to monitor the Covid-19 conditions in Oshkosh and Winnebago County and the event will be canceled if we feel that it cannot be held safely. The event will also be canceled if rain or other inclement weather prevent us from holding the event outside. Members will be notified via chapter email if the event is canceled.

August Chapter Gathering Report



Cessna 182s and 172s, Mark enjoys giving cadet orientation flights like the one which got him started years ago. The squadron supports a variety of USAF missions, including simulated interception

Mark Niemi gave the chapter a great presentation for our August gathering. After getting his start in aviation with the CAP, Mark flew for the USMC, most notably A-4s and Harriers, before leaving the service to devote

more time to his family. Mark eschewed the instability of flying for an airline for positions in corporate management. When his son joined CAP, Mark rejoined the organization himself after many years away. Flying

interception procedures. Mark enjoys playing intercepted pilots who do not follow directions and present challenges for interceptors. The squadron also works with the National Guard on their disaster exercises.

KOSH Runway and Taxiway Closures

From Wittman Regional Airport

Please be advised, progress on Phase II & III of the Taxiway Alpha reconstruction project requires a few additional airfield closures starting the week of September 14th, 2020. Be aware of the following timelines, taxiway & runway closures.

RUNWAY 18/36 CLOSURE:

Starting Monday 9/14/20 at 7:00 am – Ending Friday 9/18/20 at 5:00 pm. & Monday 9/21/20 at 7:00 am – Ending Tuesday 9/22/20 at 5:00 pm.

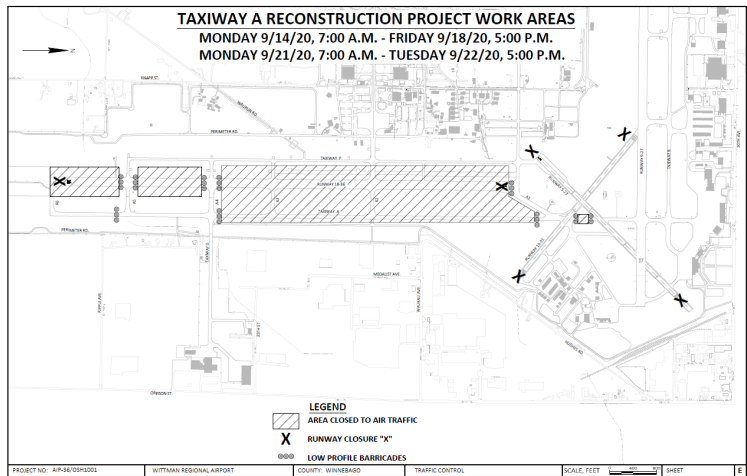
TWY-D access will remain open across RWY 18/36 from the connectors at TWY – A4 & TWY -A5.

RUNWAYS 5/23 & 13/31 RESTRICTED TO TAXIING OPERATIONS ONLY:

TWY-A CLOSED BETWEEN RWYS 13/31 & 5/23.

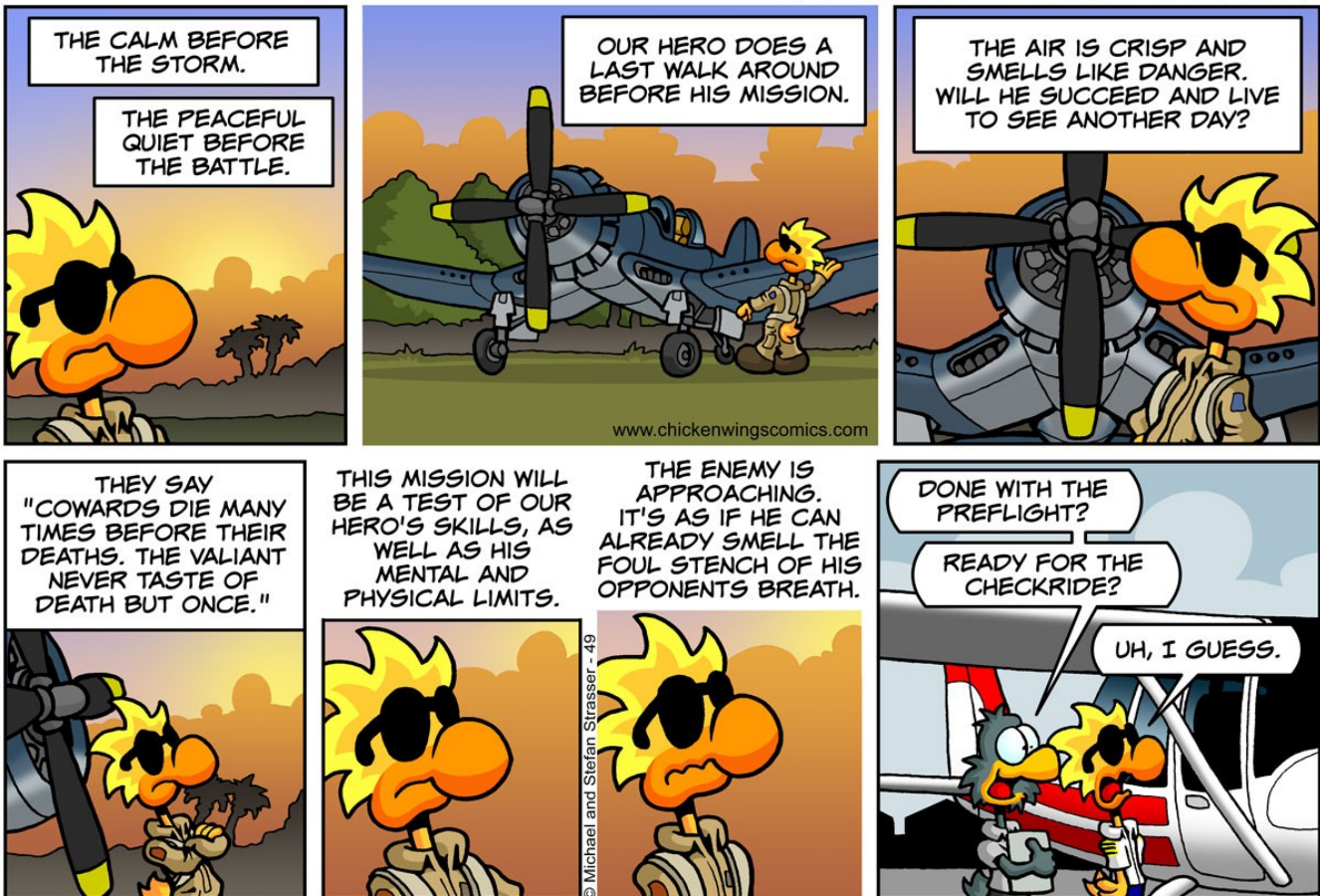
Starting Monday 9/14/20 at 7:00 am – Ending Friday 9/18/20 at 5:00 pm.

Starting again Monday 9/21/20 at 7:00 am – Ending Tuesday 9/22/20 at 5:00 pm.



CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



“Depending on the rule and subject, night begins and ends at different times... what constitutes night differs from one regulation to another.”

Jim Cunningham

CFII

The days are getting shorter, and that can lead to a sudden question about being night current or perhaps realization that you're not when a flight gets delayed. The latter happened to me years ago while sitting having dinner with a pilot friend at an airport restaurant we flew to when we both realized neither of us could legally fly with a passenger for the trip home! The restaurant closed for the night and he had to huddle behind a wall out of the cold damp November wind while I took the little Cessna 152 around for three full stop landings before he ran over and hopped in for the trip home. Every time we went flying after that, we always asked if one of us was night current if returning after dark would be necessary.

They say the nice thing about standards is that there are so many to choose from. And so it is with the FAA and night. Depending on the rule and subject, night begins and ends at different times... what constitutes night differs from one regulation to another.

FAR 1.1 defines night as "the time between the end of evening civil twilight and the beginning of morning

civil twilight, as published in the Air Almanac, converted to local time."

Most of the time we are concerned with the definition of night relating to carrying passengers, which is different. FAR 61.57 b is the regulation relevant to this. Boiled down, to carry passengers at night you have to have made three landings in the last 90 days "to a full stop during the period beginning 1 hour after sunset and ending 1 hour before sunrise" in an aircraft in the same category and class as you are next going to fly. Note that ALL of the landings need to be to a full stop (this differs from daylight landing experience requirements which only require landings in tail draggers to make full stop landings).

Then we have lighting requirements. FAR 91.208 tells us that "During the period from sunset to sunrise" we more or less have to have lighted position lights to be operated (which includes most instances of ground operations as well). If your airplane is equipped with anti-collision lights, those must also be used. There are specifics and exceptions... see the regulation for those.

What about a landing light or lights? Technically those are only required if the aircraft is being "operated

for hire" under FAR 91.205. So if your landing light is out, it's legal to fly if you are doing so for non-commercial reasons (which is most of us). However... especially if your eyes are old enough to be considered "vintage" and don't work as good as they used to... a landing light is a really good idea.

One light that isn't discussed in the regs but is also a really good idea to have on hand during night flights is a flashlight. Unlighted instrument panels are really dark at night with no internal lighting! Flashlights are small and cheap... bring two and check them every so often... more than one pilot has needed their flashlight and discovered that it was only being used as a storage unit for dead batteries.

Also think about how you're going to access the flashlight if you need it in the dark bouncing around trying to fly at the same time. A friend of mine wore his on a neck lanyard, which I thought looked dumb. Until I realized I'd look *really* dumb flailing around trying to find mine in my flight bag in the dark while trying to keep my plane upright. Now mine's on a lanyard, too.

Night is Coming

Member Profile: Sherry Parshley

I began taking flying lessons at age 14 1/2 in NH where I grew up. My identical twin sister and I did it together and soloed on our 16th birthday and got our private pilot certificates on our 17th birthday. I used my college fund to pay for my flying lessons and it was the best thing I ever did! I used to work at the airport as a line service crew

member to pay for my college and my flying time.

I studied finance and economics in college and in my early 30's I moved to Phoenix and got a job as the Finance Manager for the Maintenance & Engineering department at America West Airlines (now American Airlines). I had met several airline pilots who encouraged me to get the rest of my ratings and pursue a career as an airline pilot. I got my instrument and commercial multi-engine ratings and had built up just enough hours to apply to the regional airlines when September 11th happened. I lost my job and decided to get my flight instructor rating and worked at a busy flight school in Chandler, AZ. To supplement my income, I established a consulting business providing accounting services to aviation businesses. I also became an adjunct faculty member for several aviation col-



leges teaching business courses in their undergraduate and graduate programs.

My partner, Tom Coakley and I met almost 30 years ago and I took him up for his first airplane ride. He decided he would get his pilot's license too and we bought our first airplane when he was still a student pilot. It was a 1947 Stinson (108-2) and we flew it for 15 years. We became EAA members and during one of our trips to Air Venture, we saw the Van's RV8 during its first year at Air Venture. Tom convinced me that it would be a fun project for us and that we could take the engine off the Stinson and use it on the RV8, making this a cost effective project! We spent 6 1/2 years building it and on December 18, 2004, I took it on its first flight. At that time, only one pilot could be in the airplane during the flight test period and we decided that I would do all the test flying since I

had the most experience and had flown 600+ hours that past year as a flight instructor.

We flew the airplane for 9 years, selling it in January 2014 when we moved to Honolulu, Hawaii so I could take a job as Director of Financial Planning and Analysis at Island Air, a small regional airline. Unfortunately, the airline went out of business and we moved back to AZ in 2015. I got a job as an Accounting Manager with the Make-A-Wish Foundation. I volunteered to assist with Make-A-Wish Day at Air Venture and met the Director of Finance for EAA. That led me to joining EAA as the Manager of Accounting and Financial Reporting and we moved to Oshkosh in October of 2019.

Tom and I had bought an RV6A when we had moved back to AZ and Tom flew it here in October. We keep it at the Appleton Airport.

“I had met several airline pilots who encouraged me to get the rest of my ratings and pursue a career as an airline pilot. I got my instrument and commercial multi-engine ratings and had built up just enough hours to apply to the regional airlines when September 11th happened.”

Wittman Regional Airport Virtual Public Open House

From Wittman Regional Airport

**Virtual Public Open House
September 10, 2020**

**Two meeting options: 2:00-3:00 p.m.
and 6:00-7:00 p.m.**

Public participation: During the virtual meeting, after the live presentation concludes, a Q&A session will be held to review and respond to pre-submitted feedback. Please submit questions and comments by September 9, 2020 to Evan Barrett, Project Manager

Editor's note: Probably the segment with the greatest impact for those of us based at KOSH and our chapter is the Alternatives Analysis section. "The alternatives analysis identifies development options for meeting the facility requirements. Based on technical study, alternatives comparison, and stakeholder input, a set of recommended alternatives will be selected that best fit forecasted aeronautical demand. Once a set of recommended alternatives is selected, associated cost estimates and phasing plans will be developed to evaluate the Airport's ability to fund the capital improvement

at <mailto:evan.barrett@meadhunt.com>. Questions may also be submitted during the live presentation using the chat feature or by attendees turning on their "hand raised" notification and waiting until the designated Q&A session to ask questions and provide comments. Commenters must state their full name and limit their comment/question to three minutes. Participants who purposely disrupt the meeting will be removed and not allowed re-entry. Public attendees will have their mics and video turned off during the live presentation unless their hand is raised during the designated Q&A

session.

DIAL IN PARTICIPANTS who wish to provide a question or comment will need to contact Evan Barrett, Project Manager with their question/comment by **September 9, 2020** at <mailto:evan.barrett@meadhunt.com>.

Questions and comments received and not addressed, if time does not allow during the Virtual Open House will be published on the main Airport Master Plan Update page at <http://wittmanairport.com/airport-info/2020-master-plan-update/> after the Virtual Open House.

plan (CIP) while also financing Airport operations. This analysis will consider what federal, state, and local funding the airport is likely to receive and will provide the airport with a detailed plan and budget to implement capital improvements."

Videos with diagrams of possible changes to runways, taxiways, terminal area and the East GA area are all available for review now at <http://wittmanairport.com/alternatives-page/>

Virtual Open House

Alternatives Analysis Focus Areas

Alternatives Analysis Purpose: Develop concepts to meet facility requirements and recommend preferred solutions

Turf Operations Area

→ Goal: Identify location for turf landing area

Crosswind Runway/ Taxiway Complex

→ Goal: Correct existing runway and taxiway geometry issues



Terminal Area

→ Goal: Replace existing terminal and develop remaining terminal area for business-related aeronautical and non-aeronautical use

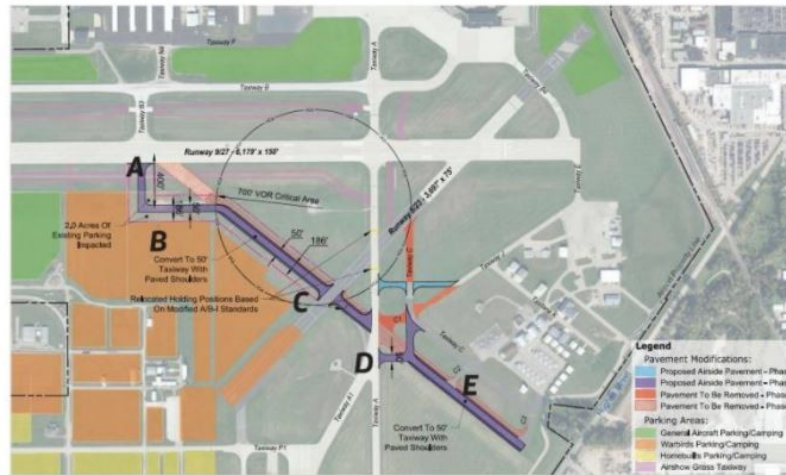
East GA Area

→ Goal: Replace aging hangars, accommodate forecasted hangar demand, and improve taxiway geometry to support the GA community

Virtual Open House

Crosswind Runway/Taxiway Complex Option A

- A.** Connection aligned with Taxiway B3 to simplify crossing Runway 9/27
- B.** Proposed taxiway would overlap parking and an ARFF staging station
- C.** Paved shoulders allow for increased visibility for tailwheel aircraft
- D.** Second connection to Taxiway A to prevent bottleneck and allow quick access to new SE taxiway
- E.** Taxiway with paved shoulders allows 75' wide parking area for AirVenture



Master Plan
Wittman Regional Airport



Wittman Regional Airport Runway Safety Action Team Meeting

From Wittman Regional Airport

In order to continue our ongoing efforts to improve surface safety at Wittman Regional Airport we are holding our annual Runway Safety Action Team (RSAT) meeting this month. In conjunction with airport management and staff of Midwest Air Traffic Control, we will be conducting a local RSAT virtual zoom meeting on Tuesday, September 22nd, at 02:00 pm.

The purpose of this RSAT meeting is to bring together those individuals and organizations that are actively involved in airside operations and movement of aircraft, vehicles, and equipment on the Airport Operations Area (AOA). We look for participation from a wide variety of airport users and stakeholders. Participants are asked to help develop recommendations and solutions to en-

hance surface safety. Those recommendations serve as the foundation for a site-specific Runway Safety Action Plan which is updated annually.

We hope to have many of you attend this virtual zoom meeting. If you cannot attend, please invite and share the link below with another representative from your company or organization. If you have questions prior to the meeting, please do not hesitate to contact the airport administration office at 920-236-4930, or via e-mail.

Topic: OSH RSAT - Sept 22

Time: Sep 22, 2020 02:00 PM Central Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/89621576366?pwd=cEsxSWZ5V0N4bHNCRWVZEVuUWQ2QT09>

Meeting ID: 896 2157 6366
Passcode: 044660

One tap mobile

+1312626799,,89621576366#,,,,,0#,,044660# US (Chicago)

+16465588656,,89621576366#,,,,,0#,,044660# US (New York)

Dial by your location

+1 312 626 6799 US (Chicago)

+1 646 558 8656 US (New York)

Happy September! I hope everyone is doing well!

Two weeks ago I moved to the University of North Dakota and started classes, which are all going well so far. I am already three flight lessons in! And LOVE it!! I am so happy to have completed my flight training before coming here because the time and experience is really paying off! We're flying Piper Archers with Garmin G1000s, which took a while to adjust to but now that I understand it, the technology is very impressive. I've noticed that being in the plains, the winds are much stronger and more consistent here. Although my goal is to finish my flight lab by Halloween, I am also very interested to see how the winter will affect flying here.

Before I left Oshkosh, I met with Carrie and John to present a custom made plaque to the Chapter. It is a small token of my appreciation, recognition and belief in the future of the Ray Aviation Scholarship. I have truly been at a loss for words when trying to explain how much I appreciate all of you! I recognize your hard work and endless support for me, as well as Lucas, and those that will come after us. You really have changed my world! I hope the plaque will be a reminder of the Chapter's dedication to our future and our past young aviators. I am excited to watch our chapter grow and continue mentoring young students!

Wishing you well this month!

-Sonja Karner



40 Years Ago: Sonerai in Sport Aviation



LOW WING SONERAI

Photos and Article by Jack Cox

Chapter 252 member John Monnett's Sonerai once again graced the cover of EAA's flagship publication in September, 1980. After decades of support and stewardship by enthusiast Fred Keip, the Sonerai came back to John Monnett and Oshkosh this last July. Plans and some parts are now available from Sonex Aircraft. The Sonerai family of aircraft is now entering its fifth decade!

While today's airplane plans are typically on large sheets of paper, the Sonerai plans are only 8 1/2 x 14 inches in size. The reason? John produced the first Sonerai plans while still in his teaching career. He and a colleague used the high school's shop class offset printing press after hours to print the plans, and that was the largest page size the press could handle.

Sassy Grass Green became the company color. Completing the first airplane John was wondering what color to paint it. He wanted something unique but nothing stuck him. Then one night he and his wife Betty pulled in the alley to park and a car appeared in their headlights. The car's bright green immediately caught John's eye and he knew he had found his color!

Several Chapter 252 members have built Sonerai's over the years.



**July 2020 Board Mtg Agenda
EAA Chapter 252
August 2020 Board Mtg Agenda
EAA Chapter 252
Thursday, August 27, 2020 - 6:00 pm
Virtual Meeting - GoToMeeting**

Attending: Carrie Forster (president), Charlie Becker (past president), Fred Stadler (treasurer), Wayne Daniels (board member), Jim Casper (board member, chapter historian), Doug Milius (membership chair), Jim Kress (hangar manager), John Forster (YE co-chair), Jim Cunningham (newsletter editor)

Old Business:

Ray Aviation Scholarship Updates

Serena was unable to attend, but provided update
- she is meeting with Lucas on Sunday, Eric Abraham (Lucas' instructor) said that they will be starting cross countries soon

September Chapter Gathering

Presenter: None

Members with aircraft on the field are encouraged to taxi over

There are two Sonexes currently in the chapter hangar that members will be able to see

In person meeting at chapter hangar

Social distancing, bring own food/drinks/chairs

Masks required inside due to state mandate

Jim Casper will open the hangar for the meeting and will make the decision to cancel by 4:00 the day of the meeting if the weather is bad

Jim will then post a sign on the door and will call Carrie who will email notification to the members

Upcoming Gatherings

Will continue to make the decision at the board meeting for format for the upcoming month - virtual or in person

Discussion about using a hot spot so that if we have arranged a presenter who is far away, we could still have that presentation if we end up meeting in person

Wayne has a presenter for October - director of Able Flight program, if we are able to meet in person we will still offer the GoToMeeting link and will project the presenter at the hangar

Future presenter - Paul Rosales, formerly of Skunk Works (Paul has agreed to present virtually - just need to come up with a date that fits both our schedules)

Hangar Rental Updates

Several current tenants

Discuss possible updates to rental agreements/practice

Rate is \$150.00 for chapter members for approximately ¼ of the hangar space;

ideally for members needing to work on or complete a building project
Month to month, no longer than six months
other short term needs considered by board

Winnebago RC Club - Hangar Usage

Request from Dave Hable to use the hangar for their meetings, the first Thursday of the month
Approved Winnebago RC Club's use of hangar beginning in October for their meetings, the first Thursday of the month

Hangar Expansion

Carrie has scheduled a meeting with Jim Schell for September 3 to discuss both expansion of current hangar and potential locations if we would decide to build a new hangar

2020 Chapter Gatherings	Topic/Presenter	Food/Person responsible
Thursday, July 9	Aviation Filmmaker Adam White	
Thursday, August 13		
Thursday, September 10	Open Meeting at Hangar	
Saturday, September 12	Pancake Breakfast/YE Rally	CANCELLED
Thursday, October 8		
Thursday, November 12		
Thursday, December 10		

2020 Board Mtgs	Location	Confirm Date?
July 23	ONLINE	
August 27	TBD	
September 24	TBD	
October 22	TBD	
November 26	EAA leadership classroom	Thanksgiving - change date
December 24	EAA leadership classroom	Christmas Eve - 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.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 publication.

Submissions in either Word or similar format, and photos in .jpg format are appreciated.

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