



Oshkosh – Sport Aviation Capitol of the World Oshkosh – Sport Aviation Capitol of the World Oshkosh – Sport Aviation Capitol of the World Oshkosh – Sport Aviation Capitol of the World

## Next Chapter 252 Meeting

Because of the Chapter Banquet there will NOT be a regular Chapter meeting for the month of February.

The next regular meeting will be March 10<sup>th</sup>.

## Celebration of Flight Annual Banquet 2011

The 2011 Banquet is recently behind us. It is the primary Chapter function for the month of February.

The Banquet was well attended, with about 120 people signed up. We'll have more details in the April edition of the newsletter, but here are a couple of the evenings highlights.



*Chapter member Bill Brennand was the 2011 recipient of the Elo Award, presented annually to someone who has contributed significantly to local aviation.*

*EAA President, and Chapter 252 member Rod Hightower was the featured speaker for the evening.*



*Janet Davidson did another outstanding job of organizing this year's banquet! With help from other volunteers, she was able to put together a team that again pulled the event off in grand style. Pictured with Janet is Chapter member Jane Smith, who helped organize the silent auction.*

## Steve Wittman Birthday Fly-In for 2011 April 2nd

Page 7 contains this year's Birthday fly-in poster. **Please print off extra copies** of that page and distribute liberally!

John Egan is again planning on a good turn out of volunteers to help make this year's Birthday fly-in another good one.

John can be contacted at:  
[johnegan99@yahoo.com](mailto:johnegan99@yahoo.com)  
 (920-419-5631)

## Chapter 252 Meeting Topic Challenge

Do you have an interest in a particular aviation related topic? Is there an aviation related subject that you've always wanted to know more about? Something obscure? Technically challenging?

Here's the challenge to you – send us your idea or question, etc. Technical topics are good. Historical is good. Contemporary topics are good.

Keep in mind this is something that may be presented to the rest of the Chapter – so be reasonable...

Try to focus on the topic, don't be concerned about who might be available to present on it.

Our belief is that within our Chapter, you members, and our surrounding communities, exists an extensive background of aviation oriented knowledge, experience, and capability. The idea is to push ourselves a bit – just to help keep things interesting.

Submit your best challenge. Send it to this Newsletter Editor. We may pick out a couple of these suggestions as the topics for presentations at a couple of our meetings later in 2011.

**2011**  
**Chapter Calendar**  
**and Wittman Airport Events**

**February 5<sup>th</sup>**

Chapter 252 Celebration of Flight  
Banquet in the Founders Wing,  
EAA Museum

**February 24<sup>th</sup>**

Chapter 252 Board Meeting, 5:30PM  
EAA Headquarters, lunch room

**March 10<sup>th</sup>**

Chapter 252 meeting, at Sonex ,  
Introduction to the Onex

**April 2<sup>nd</sup>**

Wittman Birthday Fly-In Breakfast  
Wittman Airport Terminal

**May 12<sup>th</sup>**

Chapter 252 meeting,  
Float plane flying (to be confirmed)

**May 21<sup>st</sup>**

International Learn To Fly Day  
Chapter participation TBD

**June 9<sup>th</sup>**

Chapter 252 meeting, at Sonex,  
Pat Keesler on the Tailwind

**June 18<sup>th</sup>**

Young Eagles Rally, details TBD

**July 14<sup>th</sup>**

Chapter 252 meeting, control tower  
visit (to be confirmed)

**July 23 – 30<sup>th</sup>**

Aeromart, Chapter 252 function

**August 17<sup>th</sup>**

Aeromart Thank You cook-out

**September 8<sup>th</sup>**

Corn roast at Muncils

**September 10<sup>th</sup>**

Chapter 252 Pancake Breakfast

**October 15<sup>th</sup>**

Chili dump at 7<sup>th</sup> Heaven,  
11:00 AM to 1:00 PM

**November 10<sup>th</sup>**

Chapter 252 meeting,  
Hands-on building tips?

**December 8<sup>th</sup>**

Chapter 252 meeting, topic TBD

**January 12, 2012**

Chapter 252 meeting, topic TBD

**February 4, 2012**

Celebration of Flight Banquet  
(date to be confirmed)

For Wisconsin aviation events check out  
the calendars at:

<http://www.eaa.org/calendar/>  
and

<http://www.dot.wisconsin.gov/travel/air/fly-ins.htm>

## Welcome New Member!



Rod Hightower (EAA 357443) is yet another new member to Chapter 252. He is active in the Vintage and Warbirds divisions, and as all of us should know by now, he recently took the job as President of EAA!

As those of you who attended the recent Chapter Banquet found out; Rod is originally from Texas, and has been flying since the age of 16. The result is that he has been flying for about 30 years, and has been an EAA member for about 20. Presently he holds a Commercial Pilot's license with Multi and Instrument ratings, and he owns a Stearman PT-17 (which re-stored), and North American AT-6.

Rod hopes that joining the Chapter will help him to stay involved in Young Eagles, and participate in other Chapter activities.

Rod is married, and his wife's name is Maura, and they have several children.

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## Chapter "Membership Officer" Needed!

President Wayne Daniels is seeking an outgoing member who could serve the Chapter as an appointed officer who would be responsible for membership promotion and retention. This person would help new members with their applications, and introduce them into the Chapter.

Contact Wayne Daniels if you are interested. His contact information is on the last page.

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## Chapter Building Committee

This committee has provided a detailed report to the Chapter Board. However, several building estimates are still in process and a final decision is yet TBD.

You, as a member can still help by letting your ideas be known. Please talk to any of the committee members: John Egan, Randy Novak, Wayne Daniels, Charlie Becker, Brett Steffen, Gary Wilson, and Peter Moll.

## Hello From Bob & Noel Warner

Happy New Year, Wayne. Just enjoyed reading the last issue of the Chapter newsletter and seeing all the great activities and initiatives that 252 has going on. A Chapter building committee, Young Eagles, a fun Christmas at Munsil's and planning for the annual Banquet. WOW.

Noel & I miss all of you, but seeing the winter attire at Munsil's Party, reminds us of why we are here – and not there. It is 79 and sunny today on the North Shore of Kauai. Southern California and Sedona, AZ, seem to be more of our temperature preference these days.

It looks like 2011 will be a great year for the Chapter – full of fun, flying, food and fellowship. All the best to everyone. Keep up the great work for aviation and the Fox Valley communities.

Maintain VFR-On-Top!  
Bob Warner

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## Chapter Member Dean Teresinski Has Passed Away

Dean J. Teresinski, 79, of Oshkosh, formerly of Coleman, died on Feb. 9, 2011 at the Mercy Medical Center in Oshkosh, WI. Family and friends were with him.

He was born October 10, 1931 in Coleman, WI. In 1951 he joined the Navy; his training was at the US Naval Training Center, Great Lakes, IL. Dean served on the U.S.S. Oriskany CV-34. Dean attended Wisconsin State College, now UW-Oshkosh, in 1960 – 1964 and received his BS degree in chemistry. Dean married Sally Selner on June 30, 1962. He worked as a chemist at the Paragon Wax Company in Oshkosh, which became the Lenox Company, and later IGI Wax. Dean became the plant manager and retired from IGI in 1996.

Dean enjoyed trout fishing, hunting, traveling to Europe, polka dancing, gardening, wine making, and many other interests.

Funeral services will be held at the Rhodes-Charapata Funeral Home, 235 East Main, Coleman, WI 54112 [(920) 897-3035] on Monday, February 14, 2011, with visitation beginning at 9 a.m.



# President's Message

# Chapter 252 Board Meeting 1/27/2011



By Wayne Daniels

Our annual chapter banquet "Celebration of Flight" was last weekend. Hopefully, many of you were there to enjoy some aviation fellowship, a good meal, and several Chapter recognition awards. The evening was topped off with an address to the Chapter from Rod Hightower, EAA's new President. I was looking forward to hearing Rod share his vision for the future of EAA and it's contributions to the many challenges that General Aviation faces.

Congrats to member Jeremy Monnett, CEO of Sonex Aircraft. Jeremy conducted the first flight of Sonex's most recent design on January 27, 2011 at Oshkosh's Wittman Field. Jeremy engineered the Onex from concept all the way to first flight, and the single seat, folding wing, aerobatic, Aerovee powered aircraft is generating a lot of interest from the light sport homebuilder's community. "The airplane is sweet," commented Monnett upon landing. "It feels great!" In celebration of the achievement, the "Corsair-style" wing-fold system was used to stow the aircraft back into the Hornets' Nest R&D hangar.

Once again, Chapter 252 provided lunches to attendees of EAA's popular weekend SportAir Workshop series at the EAA Museum in Oshkosh. On the weekend of January 29/30, over 100 potential homebuilders took a break from classes on everything from aircraft electrical systems, sheet metal construction, composite fabrication, rib stitching and welding to test flying that completed project, to sit down and enjoy Subway Sandwiches, chips, beverage and homemade cookies. While enjoying the break and lunch they heard from EAA founder Paul Poberezny, EAA President Rod Hightower and Sonex CEO Jeremy Monnett. The popular builders series teaches students various skills used in homebuilding projects. Many thanks to chapter members, Janet Davidson, Jim Casper as well as John & Molly Egan for

## - SUMMARY -

by Randy Novak substitute Secretary

Meeting attendees: Janet, Charlie, John, Jim C., Wayne, Randy, Terry. Called to order at 5:30PM

### Old Business

Financial - No updates available regarding a financial audit. Charlie needs to move some accounts in preparation for turning it over to Al Follendorf.

Hangar Building project - John received some additional quotes. Reviewed estimates for different building styles from Morton, Walters, and Cleary. Regarding available building spots - Rod Hightower is taking the lot that had been previously leased by others, two additional prepared lots in that area, next to the EAA Weeks hangar are still available. Discussion about another space between the Terminal and Orion. However, Peter tentatively wants to reserve this for commercial use. If the Chapter is serious about this spot, a proposal should be taken to the Airport management. The Board is in agreement that the site lease should be locked in, even in advance of any building commitment.

Wittman Breakfast Planning - John Egan is making headway with the event promotion.. Terry will pick up the food vendor permit. Wayne will do the food shopping. John is preparing laminated instructions to help expedite the set up process - visual aids. Randy will print up the posters at Mercury., John has provided the master.

September Fly-in - September 10<sup>th</sup> is set as the date, pending confirmation with the airport.

International Learn to Fly Day - Will

helping out with taking sandwich orders and distributing the lunches. This annual lunch project adds over \$300 to our chapter treasury, for minimal work. If you are interested in helping next year, please see John Egan or Wayne Daniels.

A reminder that chapter dues are being taken by Chapter Secretary Bret Steffen. Please renew your chapter membership, and while you do that, why don't you bring along a potential new member to our next meeting!

probably happen May 21st. There has been no information from EAA. Charlie reported preparations are just starting.

Reviewed the year's upcoming meeting/event schedule. Randy to hold publishing in the newsletter until confirmed.

Banquet - Janet Davidson reviewed the project status and action items still needed. Help is needed for set up. Overall, everything is on schedule.

Eric Von Scholarship - Janet knows of a student pilot who is very interested in applying. Bret is to provide a revised description of the scholarship and it's requirements, based on discussion from the previous Board meeting.

Reviewed the workshop builders' activities and requirements for the coming weekend. Wayne has been coordinating the activities. Proceeds will be applied to the new EAA Chapter oriented "Spirit of Aviation" program (see New Business). Reviewed items still needed for the weekend.

Aeromart update. A tentative meeting date of 2/2/11 has been set for a kick-off meeting.

Chapter name tags. Charlie will look into tags for officers. He will also get up to date for tags with new members, pending receipt of a list of the new members from Bret.

### New Business

"Spirit of Aviation" Chapter support program was introduced by Charlie. Money donated to EAA will be ear-marked for support of Chapter support services. A sheet explaining the program was handed out. The Board discussed providing a \$500.00 donation, this was approved.

Charlie reported that Bret Steffen is trying to start a Omro school based homebuilt project (similar to the old School Flight program), possibly a Pober Jr. Ace or a Sonex. This would be an extra-curricular project, on site, at the school. He suggested that the Chapter support this through a donation. It was agreed this would be a good community outreach program for the Chapter. The Board agreed to earmark \$1K to support this, pending an accepted proposal from Bret. It is expected that the students would provide regular updates to the Chapter. Student EAA membership may be available to those participating. Adjourned at 8:00 PM.

**EAA Chapter 252**  
**- Airplane Spoken Here -**

## New EAA Program Created To Benefit EAA Chapters

At the last Chapter Board Meeting Charlie Becker announced a new EAA program whose objective is to benefit Chapters operations. A letter from Paul Poberezny introducing the program is attached here.

Being a new program, I imagine there are still some details to be worked out.

While there are not extensive details available on how the money is to be used, it appears that donations made to the program will be used to help fund Chapter oriented services at EAA headquarters.

As reported in the Board Meeting Minutes, Chapter 252 has approved a \$500 donation to the project.



December 2010

Dear Chapter President,

The strength of EAA continues to originate from our chapters, a local network of people who share a passion for flight. Together, we represent the "Spirit of Aviation!"

As I read the newsletters sent to me, I am reminded that each chapter has a personality of its own. Some focus on building projects, some invest their time and energy into Young Eagles, and others are social groups — getting together to fly, have fun, and meet new people. Like many of you, I enjoy the camaraderie I find at chapter meetings and events.

Whatever the reason, our strength contributes to a vibrant and growing aviation community. If we are not deliberate about our efforts to grow aviation, the freedoms we all enjoy will be threatened over time. Getting kids involved, passing on our passion for flight, and broadening the community of people who cherish these freedoms helps us all. EAA chapters lend a hand to people of all backgrounds, interests, and financial means to get them involved in aviation.

Because I believe so strongly in the impact of our chapters, I am honored to share the news of a challenge grant given to EAA by chapter member Pete Burgher. Pete set up the Burgher Chapter Challenge, offering to match every dollar donated to directly support chapters. He's offering to match up to \$100,000 to help provide the resources needed to support our work in the field. This is a restricted fund, specifically established to assist EAA chapters.

Supporting Pete's vision for this dedicated chapter development fund are Jim and Nanci Irwin of Aircraft Spruce who donated the first \$50,000 toward the match. Now it is our turn, and I trust you will join me in helping to match these generous gifts.

The funds raised and matched will help establish websites for all chapters, support the electronic newsletters, and enable continued participation in the Chapter Leaders Academy. These funds will also provide access to other programs that will make being a chapter president easier; find quality programs for our meetings, and so much more. With nearly 1,000 chapters, a \$100 donation from each will go long way to matching Pete's challenge. I also recognize that some chapters may not be in a position to make such a contribution. Any support to help further all chapters will be appreciated.

Please join me in building a resource that will help us strengthen our chapter community. Our strength, ultimately, will ensure the future of aviation.

With great appreciation for your leadership and commitment,

  
Paul Poberezny,  
EAA Founder

P.S. As the winter season takes hold in Oshkosh, Audrey and I wish you, your family, and your chapter members a wonderful Christmas and your chapter's continued success. It was some 58 years ago, beginning with Chapter 1 in Riverside, California, that EAA's chapters began to grow. We have come so far, but there is much left to do. We are also blessed to have contributors who find EAA chapters a worthy recipient of their financial support.

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## Nuts To You!

This is about nuts; specifically the use of self-locking nuts, such as the standard AN365 elastic stop nut commonly used in aircraft use.

A particular incident prompted to write this article. I don't remember if I heard someone say it, or if I read it somewhere — a symptom of A.G.E. I guess. Someone said/wrote that when using a self locking nut the installer needs to ensure that at least 3 of the bolt threads are showing past the nut. My purpose in writing this is to clarify what the acceptable practice is, and explain the practical reasons of why trying to follow something like this "minimum 3-thread requirement" can be an unsafe practice.

First off, the correct practice is to provide at least one complete thread showing past the elastic or metal locking feature of the nut. There are several references for this.

FAA Advisory Circular 43.13-1B is the primary reference book, as it's title *Acceptable Methods, Techniques, & Practices – Aircraft Inspection and Repair* would suggest. Section 7-11 states that at least one complete thread should be visible past the nut.

The FAA's Aviation Maintenance Technician General Handbook is another good reference. Section 5-48 reads that at least 1/32 inch should extend past the nut. Of course, with the common AN3 bolt (10-32 thread) this ends up being one complete thread. On larger diameter bolts it would be somewhat less than one thread.

From the standard, approved, references we see that one complete thread extending beyond the nut is a reasonable minimum to use, and is what I will refer to for the rest of this article. If you have one thread showing you are assured the locking mechanism is fully engaged. There is no practical reason for requiring more.

Now, for the reason WHY you should avoid trying to follow the 3 thread thing. Aircraft bolts have a much shorter threaded portion than a typical hardware store type or many industrial/automotive type bolts. The reason for this is that the engineers don't want bearing loads to be placed on the threaded portion of the bolt shank, and excess threads would be inefficient. So, the threaded portion is

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## Nuts! *From page 4*

kept to a minimum. The mechanic is expected to select the proper bolt length, and use washers and nuts properly.



In these photos, we have one thread showing past the self locking feature. You can see that with the AN 3 bolt there is maybe three threads visible on the underside, which amounts to about .094” of usable threaded portion remaining under the nut - which is good. This amount of length can easily be taken up with a couple of washers. One under the bolt head and one under the nut might work nicely.



In these photos, with 3 threads showing, you can see there is not much of the threaded portion remaining past the underside of the nut.



In these photos, the nuts have been threaded on until beginning to contact the unthreaded shank – **this is bad**. You can see there is not a lot of difference between having 3 threads visible, and the nut bottoming out on the shank. Therein lies the problem.

If a mechanic/builder is trying to maintain a minimum of 3 threads past the nut there is not adequate margin remaining to reliably avoid the nut bottoming on the shank. It can be done, but you would have to be extremely careful about which thickness washers to use, and there is little or no margin for error. If the nut is bottomed out on the shank it can be a dangerous situation because the intended bolt clamp load may not be achieved, resulting in a bolted joint that could easily

loosen, and result in failure of the bolt. Nut installation torque could still be achieved, but it would be due to the nut being jammed into the unthreaded portion, not because you are pulling the bolt up to the correct clamp load. This writer has seen multiple bolts in a critical joint that was exposed to load reversals, fail from fatigue because the builder had not installed an adequate number of washers under the nut.

One more thing about self locking nuts. Elastic (as in plastic) stop nuts are reusable as long as the threads are in good condition and the locking mechanism (the plastic) still fits the bolt tight enough to prevent the nut from vibrating loose. What is tight enough? The Mechanics Handbook says that if you can turn a fully engaged (not torqued down) nut with your fingers – it’s too loose.

TABLE 7-2. Minimum prevailing torque values for re-used self-locking nuts.

FINE THREAD SERIES	
THREAD SIZE	MINIMUM PREVAILING TORQUE
7/16 - 20	8 inch-pounds
1/2 - 20	10 inch-pounds
9/16 - 18	13 inch-pounds
5/8 - 18	18 inch-pounds
3/4 - 16	27 inch-pounds
7/8 - 14	40 inch-pounds
1 - 14	55 inch-pounds
1-1/8 - 12	73 inch-pounds
1-1/4 - 12	94 inch-pounds
COARSE THREAD SERIES	
THREAD SIZE	MINIMUM PREVAILING TORQUE
7/16 - 14	8 inch-pounds
1/2 - 13	10 inch-pounds
9/16 - 12	14 inch-pounds
5/8 - 11	20 inch-pounds
3/4 - 10	27 inch-pounds
7/8 - 9	40 inch-pounds
1 - 8	51 inch-pounds
1-1/8 - 8	68 inch-pounds
1-1/4 - 8	88 inch-pounds

AC43.13-1B Chapter 7 goes into more detail and actually provides a chart showing the minimum “prevailing torque” required. Prevailing torque means the torque required to rotate the nut on the shank due to the drag of the locking mechanism. Of course, today’s homebuilders and aircraft owners don’t seem to be as frugal as they once were, so maybe hardware does not get re-used as much, maybe?

One word of caution. There are elastic type self-locking nuts that are not recommended to be re-used. On older aircraft, or in an older stock of hardware, you may find lock nuts that had a fiber

type of insert. To the casual observer they do look like the modern elastic nuts, so close inspection is required to differentiate between them.



The photos above each contain one elastic (nylon/plastic) lock washer and one fiber type lock washer. The top photo shows unused hardware, the other used hardware. As you can see, close examination reveals the fibrous appearance of the obsolete hardware whereas the newer elastic material has a smooth, plastic appearance.

Also, please remember that self-locking nuts should not be used on any joint/application where the bolt or nut could be subject to rotation. This includes most fork ends, pulleys without bearing inserts in them, bell cranks or any type of pivoting joint that actually rotates on the bolt shank itself. These applications are best left to the castle nut and cotter pin.

As builders we have to be careful. Sometimes, a comment may be taken out of context, or not – but then next thing you know people are repeating it as gospel truth and the risk is that we have people performing a practice that is not based on sound judgment. Sometimes these myths are harmless, but sometimes they can be hazardous. As builders and maintainers of our own aircraft we need to make responsible decisions, and taking the initiative to investigate and understand is the best place to start. *rkn*

*You Don't Know  
What You Don't Know*

## January Chapter Meeting

The Chapter's January 20<sup>th</sup> meeting was held at the Wittman Airport terminal building. Thanks to Peter Moll for allowing us to use the facility.

We had about 21 people present, including guests Richard Smith, and Scott Wilson, both of Appleton.

The meeting started with a round table where quite a few people provided updates on their projects, and other activities. Charlie reported that Joe has 3 flights on the EAA Staff Built Sonex, and that Paul Poberezny is starting to build a replica of the Mechanics Illustrated Baby Ace. John Egan talked about his Pietenpol project. Mike Butle gave an update on his Piper J3 wing recover project. Lyle Forsgren's motor glider project has been signed off for flight, and he also announced that his wife, Sandy, purchased him a Van's RV-12 kit for Christmas! Dennis Moehn has finished his C-172, and is looking for the next project. Pat Keesler has his Tailwind at home for the winter – working on some mods and fitting wheel pants. Al Follendorf continues to work on his Waix project. Fred Stadler mentioned that EAA volunteers and staff are starting to work on a Hisso powered 1917 Standard-like homebuilt at Pioneer Airport, and we are welcome to stop by to see it. Randy Novak mentioned he is working on the new hangar.

Pancake Breakfast Chairman John Egan provided an update on the Wittman Birthday fly-in preparations. He encouraged volunteerism from within the group, and spoke about some specific tasks that he needed help with.

Janet Davidson provided an update on the Banquet preparations, and mentioned that she was still accepting silent auction items.

Jim Casper reminded everyone about the Pioneer Airport ski fly-in on the 22<sup>nd</sup>.

Featured speaker for the evening was Chapter member Joe Norris who provided a presentation on Owner Maintenance. His talk covered both certified and amateur built aircraft. There was also some discussion in the group about the new FAA requirements for aircraft re-registration.



*Chapter members relax and enjoy some social time before the meeting.*



*Joe Norris regularly provides presentations on maintenance and airworthiness related topics at Airventure, as well as other related events.*

## Annual Pioneer Airport Ski Plane Fly-In January 22<sup>nd</sup>

Starting at 10:30 AM, Pioneer Airport again hosted its combination ski fly-in and birthday party for EAA's own Audrey Poberezny.

Chapter 252's Jim Casper is the manager for Pioneer Airport, and this meant it was a working day for Jim, his volunteers, and other EAA staff members. A few Chapter members were among those who stayed around till about 3:00PM to help clean up.

Guests were treated to chili, cheese soup, and birthday cake – all held in the main (and heated) hangar, and all at no charge (though donations were appreciated). The weather cooperated and helped to pull in a good crowd of people, and airplanes.

Thank you to Jim and all involved for providing a rare enjoyable winter event, one that many of us look forward to during the season.



*Jim Casper standing still for a brief moment during Pioneer Airports 2011 ski fly-in.*

# Fly-In Drive-In

Aircraft on Display!

## Steve Wittman Birthday Party Pancake Breakfast

April 2, 2011

7:30 – 11:00 A.M.

Wittman Airport Terminal

20<sup>th</sup> St. Oshkosh, WI

ATIS – 125.9, TWR 118.5



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



Adults **\$6.00\***  
Children under 10 - **\$3.00**

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



Come celebrate the life of  
Steve Wittman,  
aircraft designer and race pilot.  
A live speaker will present information on  
Steve Wittman at 9 a.m.

**FREE AIRPLANE RIDES!**  
(EAA Young Eagles)  
For kids ages 8 – 17,  
**9:00 to 11:00 A.M.**  
weather permitting

Hosted by EAA Chapter 252

*The "Steve Wittman Chapter"*

*Oshkosh, WI*

EAA252@gmail.com

www.EAA252.org

**EAA 252**  
**OSHKOSH**  
Steve Wittman Chapter



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*Based in Oshkosh, WI*

*A Part of the Aviation  
Community in Oshkosh  
and the Surrounding Area  
Since 1965*

**Newsletters Available At [www.eaa252.org](http://www.eaa252.org)**  
Items for submission are welcome and must be received by the newsletter editor no later than 3 weeks prior to the monthly meeting date.

**EAA Chapter 252 - Our Mission Statement**

*A 501c3 non-profit social organization intended to honor the aviation legacy of S.J. Wittman through the promotion of recreational aviation in the Oshkosh and surrounding area. To promote aviation growth & safety through aviation oriented youth programs, public outreach, and member education.*

**What's In It For Me?**

The opportunity to:

- Participate in a family oriented organization where everyone shares a common interest.
- Learn from your fellow members.

**To Learn More About Us**

Contact the officers shown below, or visit the Chapter 252 website at [www.eaa252.org](http://www.eaa252.org) . On the website you'll be able to view our past newsletters, check out our calendar of events, and follow links to other related sites.

**Attend one of our monthly meetings.** Usually scheduled for the 2<sup>nd</sup> Thursdays at various locations. Chapter meetings typically feature guest speakers and other special programs of interest.

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