



*- Welcome Jack Pelton -
 Chairman of the Board
 & Acting President of EAA*

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**Next Chapter
 252 Meeting**

November 8th

**Sonex Aircraft
 511 Aviation Road
 Wittman Regional
 Airport
 (East side)**

Next Chapter 252 Meeting

November 8th

**Doors Open at
6:30 PM**

**Meeting starts at
7:00 PM**

(Wear Your Chapter
Name Badge)

Sonex Aircraft
 511 Aviation Road
**Wittman Regional
 Airport**
 (East side)

From Oregon St. & Hughes,
 take Hughes west to Red
 Tail Way, enter through the
 security gate (#3). Sonex
 Aircraft is straight ahead.

Snacks & treats
 are always appreciated!

November Chapter 252 Meeting

The November meeting will be held in the Sonex hangar. Located on the East side of Wittman Airport, you enter through Gate 3 off of Hughes, which requires a pass code to enter – which will be posted near the gate for the use of Chapter members.

The big topic for this meeting is the election of Chapter officers for the next 2 year term.

After elections are concluded there will be a short technical presentation on Ignition systems and components. The presentation will include information about the basic components, their design, and how they are used in an engine – a bit of the engineering behind the part. Both aircraft and non-aircraft parts will be discussed – with some background history included.

The presentation will be provided by yours truly, Randy Novak. In addition to being an A&P Aircraft Mechanic since 1977, I am also a Manager in the Engineering Dept of Mercury Marine. While at Mercury I have been involved in engine design and development, and worked for about 15 years in ignition system design and development.



November 1, 1939 - The first jet-powered plane, the **Heinkel He 178**, is demonstrated to officials of the Reichsluftfahrtministerium ("Reich Aviation Ministry" - RLM), where both Ernst Udet and Erhard Milch watched the aircraft perform. The government declines the new design concept, despite its good performance. Both men preferred a conservative approach to aircraft design rather than risking the new technology.

The aircraft used a diesel fueled gas turbine engine that was design by Hans von Ohain – this was his 3rd turbine design. Von Ohain had patented the design in 1936.

The aircraft was built using an aluminum fuselage and wings of wood, and utilized a retractable conventional gear configuration. Length was about 24 feet, wingspan about 23. Empty weight was 3570 lbs. and top speed was 435 mph.

Only one aircraft, the prototype, was built.



November Elections Officer Candidates For 2013 - 2014



The current Chapter officer two-year term is expiring and officer elections will be held during the November meeting.

The Chapter nominations committee (Brian Cooper) has been requesting volunteers and/or recommendations for candidates. Names have been flooding in, but there is still time if you want to throw your own hat into the ring.

Per the Chapter By-Laws, **elected** Officers are: President, Vice President, Secretary, and Treasurer.

All of the other officers, and the three Chapter Board members will be **appointed** by the new President. So – even though you may miss out on the opportunity to serve your Chapter as an elected member, you can redeem yourself by serving as an appointed officer!

Examples of appointed positions can include: Newsletter Editor, Pancake Fly-In Chairman, Young Eagles Coordinator, 3 seats on the Board of Directors, etc. – or a combination of any of the above.

See page 5 for a full description of the elected Chapter Officer positions.

What follows here is a short promo provided by each candidate who was able to submit something in time for the newsletter mailing.

Brian Cooper, candidate for President –

I've been an EAA, IAC, and VAA member since 2004, and I've been active in EAA and IAC Chapters ever since. I've been coming to the convention on my own since 2004, and it was through their annual display at the convention that I learned about my present employer, Oshkosh (Truck) Corporation. I'm a controls engineer, and when I married a woman from Minneapolis, I went looking for a job closer to both our families. I checked out Truck's career website on a whim, thinking "Gee, wouldn't it be neat..." The planets aligned, the angels sang, and in April of this year, a good job, a house, and a baby soon awaited us in Oshkosh, Wisconsin. That EAA was at my back door played no part in the decision.

Enough lies. It's the truth that in all the years I've been a member of various EAA chapters and divisions, I've never held a leadership position other than helping run a few aerobatic contests. I've been wanting to build an airplane for years,

Continued on Page 4

2012 - 2013
Chapter Calendar
and Wittman Airport Events

November 8, 2012

Chapter 252 Meeting, 7:00PM
Chapter Officer Elections
Randy Novak, Ignition Systems

November 29, 2012

Board Meeting, Location TBD

December 13, 2012

Chapter 252 Meeting, 7:00PM
Aaron Sauer, NTSB,
Location TBD

January 26, 2013

Chapter 252 Banquet, 6&7 PM
Celebration of Flight
Featuring Andrew King
At the EAA Museum

Ideas for presentation topics are welcome. Please contact any of the Chapter officers.

Check out the event calendars at:

<http://www.eaa.org/calendar/>, and
<http://www.dot.wisconsin.gov/travel/air/fly-ins.htm>

CELEBRATION OF FLIGHT!



EAA Chapter 252 invites you to join us at our

Annual Community Banquet

When:

January 26th, 6:00PM, 7:00PM Dinner

Where:

"Eagle Hangar" of the EAA Museum

Cost:

\$TBD for members, \$TBD for non-members

From Janet Davidson: The Chapter 252 annual banquet is on Saturday, January 26th, 2013 in the Eagle Hangar at the EAA AirVenture Museum. This year our guest speaker is Andrew King, and he is working on a presentation, yet to be finalized, but something along the lines of "Travels with Time Machines, re-living aviation history". We will also be holding the silent auction and would appreciate any help you can give with that in locating items for the auction. Please contact:

Chapter 252 Banquet,
%Janet Davidson,
2781 Fisk Avenue,
Oshkosh, WI 54902
Call 920/203-0046
gbvfx@hotmail.com

Welcome New Members!



Juergen and Amy

Juergen Otte (EAA 808161) first attended a Chapter event as a guest at our August meeting.

Juergen is an active professional pilot. He credits his dad, a Private Pilot, for fostering his interest in aviation. A native of South Africa, he had 9 years in with the South African Military before hiring on with the airlines. His airline experience includes South African Airways, Gulf Air, Emirates Airlines, and Nippon Cargo Airlines. Presently he is working as the Director Flight Operations – Royal Flight for Government of Fujairah (one of the seven emirates that make up the United Arab Emirates).

Juergen is type rated in a number of large aircraft, including B747, B777, A340-300/500, A330, A320, and Family A300/310. He holds an ATP License and Commercial Float Plane Rating. Juergen has indicated he would like to help out with the Young Eagles program. Presently he is building a Glasair Sportsman 2+2 (which works nice for YE flights!).

Juergen's life partner is Amy Rolph, who volunteered at the Chapter's September pancake breakfast – without Juergen! They first met at a past AirVenture event, and now live in Winneconne with Amy's daughter Alexis.

Other than building an airplane, Juergen's other hobbies include cycling, kite boarding, and snow boarding.

**Embry-Riddle University & Chapter 252,
Partners in Research?**

Michael Vincent, Graduate Research Assistant at Embry-Riddle Aeronautical University contacted Chapter 252 to ask if the Chapter wished to get involved in a research project pertaining to the FAA Next Gen Aviation Weather System – read on!

Embry-Riddle Aeronautical University researchers are working on an exciting FAA-funded project to help pilots learn to use new weather-in-the-cockpit technologies for general aviation. We are currently inviting GA pilots in Wisconsin and neighboring states to participate in this research by taking a CFII led training module/mini-course on using NEXRAD and its products to make safe in-flight decisions during convective weather situations. We are also looking for Wisconsin organizations that will help us to

advertise the experimental training course and/or who have a facility in which we can give the course during the trial period.

Timeframe: One Saturday (~9 a.m. to 3 p.m.) during January or February 2013 (Exact date TBD based on available location in Wisconsin and participants)

The Chapter is to advise them if we can help by providing a place host the course. Does this sound like something the Chapter should be involved with? Let your Chapter officers know.

Pilot's who would be interested in participating regardless of Chapter participation may contact Michael Vincent at vincenm3@my.erau.edu.

President's Message



By Wayne Daniels

As I write this column, I've been watching some of the coverage of the devastation from Hurricane Sandy. So thankful that we have only had to endure some high winds locally, while much of the eastern part of the country suffered so much loss of property and several lives. I was very impressed with the Coast Guard helicopter rescue of 14 survivors from the HMS Bounty...nice piece of aviating there! Please keep those affected in your thoughts...

I am sure that by now everyone is aware of the recent changes at EAA HQ. First following the retirement of the Chairman of the Board Louis Andrews, a new chairman was elected via conference call on Sunday, October 21. Retired Cessna CEO Jack Pelton was chosen as the new Chairman and he immediately traveled to Oshkosh to address a number of issues with President/CEO Rod Hightower. During that meeting, Hightower agreed to resign do to his family's "inability to relocate to the Oshkosh area" as required by his contract. A number of other issues came into play as well, which were addressed by the board. Pelton will oversee EAA while the search begins for a new President/CEO. No timeline has been established for the search. Meanwhile the atmosphere among EAA staff employees has seen a marked improvement!!!

A reminder to all Chapter 252 members that our November meeting will be held at Sonex Aircraft on Thursday, November 8. This is our "annual meeting" and like our nation we will be holding elections to select our chapter leadership for the next two years. Brian Cooper took on the task to search for a nomination slate for this election. I know that he contacted many Chapter members to encourage them to participate in our chapter's leadership, and I believe that he has found a great ballot that will be reviewed and voted on at the meeting. I would like to see all Chapter

Chapter Board Meeting

These meetings are open to ANYONE in the Chapter membership who is interested in attending.

Chapter 252 meeting minutes 10/25
Meeting called to order at 6:15pm at West End Pizza
Present: Wayne, Brian, Randy, Terry, Jim, Al, Chad

Discussion regarding the week's activities at EAA.
Donation checks to Chapter made - \$600, and \$10.
Short discussion about the YE fuel reimbursement program.
Chapter web domain name discussion. Should we keep eaa252.org? Cost of keeping it. Decided to keep.
Receipt for Janet for Andrew King's travel expenses submitted.
Hangar discussion, tabled for future discussion.
December meeting topic confirmed.
Banquet discussion, on schedule. Jane Smith is a good source if needed going forward.
Meeting adjourned at 7:05pm
Respectfully submitted,
Chad Jensen, secretary

members attend this meeting and select our leadership for the next two years!!

Janet Davidson is once again putting together our annual banquet, "EAA Chapter 252 Community Celebration of Flight" to be held on Saturday January 26. The banquet will once again be held in the Eagle Hangar and be catered by Sodexo of Ripon College. This year's featured speaker will be Andrew King, who flew the Pitcairn Autogiro when it came to Oshkosh a few years ago. He also flies a huge assortment of vintage WWI era aircraft, including the Curtis Pusher, and should have a very enjoyable presentation for all!



Elections, from page 2

but with the recent move, a new wife, a new home and a new baby, I'm a little short on nickels and dimes, so I won't be flying or building very much for a little while. I still want to be involved though, and when Wayne made an announcement a few months back about candidates for chapter officers, I decided that being chapter president would be a great way to stay involved in the segments of aviation that I love.

Dennis Moehn, candidate for Vice President-

I was hoping to write a flashy high-energy stump pounding campaign announcement but I realized that that is not me. I will say that I have been a chapter member since 2006 and by my calculation it's time for me to contribute my share to the leadership and organization of EAA Chapter 252. I promise that I will do my best and strive to be as exciting as Al Gore or maybe Dan Quale if I am elected to an officer position in EAA Chapter 252.

Most of you know my background and I hope you think that I have the aviation experience to contribute to the chapter board. For those of you who don't know me; I graduated from Blackhawk Technical College With an A&P license in 1988. Worked at Delta airlines as an aircraft overhaul mechanic, line mechanic, and a lead mechanic from 1988 to 2006. I am currently teaching in the Aircraft Maintenance Program at Fox Valley Technical College. I am a Private Pilot, A&P, I.A., and a Designated Mechanic Examiner (DME).

I have been an EAA member since 1/19/2000 and a chapter member since 2006. I have restored a 1966 Cessna 172, and am currently working on a Zenith750.

Thank You for considering me to be an officer on the 252 board.

Jane Smith, candidate for Secretary -

I'm Jane Smith (EAA 832265) and a Chapter 252 member. I'm lucky to have my "dream job" working at EAA as the Executive Assistant to Jeff Skiles (Vice President, Chapters and Youth Education). I've helped out with the Chapter 252 Banquet for the past several years (under the delightful direction of Janet Davidson) as well as the Pancake Breakfasts. These events have been a great way for me to meet great people. I grew up in Neenah

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Chapter 252 Resource List, 2012

Chapter member advisors (aviation professionals, or experienced & EAA recognized), who will often make themselves available to provide advice to other members. Additional names may be added as they are confirmed.

Technical

George Donaldson, (Abbeville, LA)

EAA Tech Counselor
stormyusa@yahoo.com
518/461-6636

Lyle Forsgren, (Oshkosh)

EAA Tech Counselor
lands@northnet.net
920/966-0410

Tim Hoversten (Oshkosh)

EAA Tech Counselor
thoversten@eaa.org
608-617-7339

Chad Jensen (Oshkosh)

EAA Tech Counselor
(309) 532-4347
taildragger7@gmail.com

Patrick Keesler, (Neenah)

EAA Tech Counselor
pkeesler2000@yahoo.com
920/729-5751

Joe Norris (Oshkosh)

A&P, IA, EAA Tech Counselor
tailwheelpilot@hughes.net
920/688-2977

Randy Novak, (Oshkosh)

A&P, IA, EAA Tech Counselor
classicair.novak@gmail.com
920/426-2763

Flight

Janet Davidson (Oshkosh)

CFII
gbvfx@hotmail.com,
920/267-3205

Jim Kress, (Oshkosh)

CFII
jim.kress@att.net,
920/233-5660

John T. Monnett, Jr., (Oshkosh)

EAA Flight Advisor
john@sonexaircraft.com
920/426-5402

Joe Norris (Oshkosh)

CFI, EAA Flight Advisor
tailwheelpilot@hughes.net
920/688-2977

Owen Russel, (Butte des Morts)

CFI, EAA Flight Advisor
owenrusel@charter.net
920/582-4328

Medical

Kevin Green MD, (Oshkosh)

Airman Medical Examiner
www.foxvalleywellness.com
920/922-5433

Description & Duties of Chapter Officers

What follows here is a description (per the By-Laws) of the **Chapter Elected Officers**:

President –

The President shall be the Chief Executive Officer of the organization and of the Board of Directors. The President may call any special meeting of the Board of Directors, and shall have, subject to the advice and consent of the Directors, general charge of the business of the Chapter. The President shall execute, with the Secretary, all contracts and instruments, which have approved by the Board of Directors. In case of absence or disability of the Treasurer, the President may execute checks for the expenditures authorized by the Board of Directors.

Vice President –

The VP shall be vested with all the powers of, and shall perform the duties of the President. The Vice President shall also perform such duties connected with the operation of the organization as Directed by the President.

Secretary –

The Secretary shall keep the minutes of all proceedings of the members and the Board of Directors in books provided for that purpose. The Secretary shall attend to the giving and serving of notices of all meetings of the members and of the Board of Directors. The Secretary shall keep a proper membership roll showing the name of each member of the organization. The Secretary shall keep a book of Bylaws, and such other books and papers as the Board of Directors may direct. The Secretary shall execute with the President, in the name of the organization, all contracts and instruments, which have first been approved by the Board of Directors. The Secretary shall perform such duties connected with the operation of the organization as directed by the President, with the advice and consent of the Board of Directors.

Treasurer –

The Treasurer shall be (1) the chief financial officer of the corporation and have the care and custody of all it's funds, securities, evidences of indebtedness and other personal property and deposit the same in accordance with the instructions of

the Board of Directors; (2) receive and give receipts and acquittances for moneys paid in on account of the corporation, and payout of the funds on hand all bills, payrolls, and other just debts of the corporation of whatever nature upon maturity; (3) Unless there is a controller, be the principal accounting officer of the corporation and as such prescribe and maintain the methods and systems of accounting to be followed, keep complete books and records of account, prepare and file all local, state and federal tax returns and related documents, prescribe and maintain an adequate system of internal audit, and prepare and furnish to the President and the Board of Directors statements of account showing the financial position of the corporation and the results of its operations; (4) monitor compliance with all requirements imposed on the corporation as a tax-exempt organization described in Section 501C(3) of the Internal Revenue Code; (5) Upon request of the Board make such reports to it as may be required at any time; and (6) perform all other duties incident to the office of Treasurer and such other duties as from time to time may be assigned to such office by the President or the Board of Directors. Assistant Treasurers, if any, shall have the same powers and duties, subject to supervision by the Treasurer.

The Board Of Directors (appointed) –

The Board of Directors shall consist of the President, Vice President, Secretary, and Treasurer of the organization. The President shall appoint 3 Board Members. The immediate past President shall serve as an Ex – Officio member of the Board of Directors, in a non-voting advisory capacity.

2013 Chapter Dues Renewal Due Jan. 1

Send \$20.00 to:

Chapter Secretary, Chad Jensen

1035 E. Black Wolf Ave

Oshkosh, WI 54902

(309) 532-4347 taildragger7@gmail.com

Dues are payable as of Jan. 1st & must be received before March 31st (to avoid being dropped from the Chapter membership).

A Weekend at the EAA Chapter Leadership Academy

By Brian Cooper

I'm running for chapter president next year, and although I feel confident that I'm up to the job and will enjoy it, I'll be the first to admit I have a lot to learn about running a chapter. So when I learned that some event called the "EAA Chapter Leaders Academy" was coming up in a couple of weeks, I decided to enroll for the weekend event. I read the paragraph or two snippet on the EAA Calendar, but I didn't know what I was in for and figured if it ended up being boring, there are worse places to be bored than at EAA HQ.

Everyone but me was from out of town and stayed at the Air Academy Lodge. Trevor Jans is in charge of Chapters at HQ, and orchestrated the event with all kinds of help from EAA staff. The plan for Friday was a nice dinner at the lodge followed by introductions and a friendly get together around the fireplace on a cold Wisconsin evening. Paul and Audrey Pobereznny and Jeff Skiles showed up unannounced. I learned in about five minutes how approachable and down to earth they all were, and all three had a terrific sense of humor. I worked on my girlish figure at dinner, and the evening evolved into a very wonderful fireside chat amongst everyone present. Chapter members and our fellow members at HQ spoke very frankly about ourselves, our chapters, and recent events at national. In particular I was moved by Paul P., who is a class act but didn't hesitate to talk about what he liked at EAA and what he didn't like. From that moment on I was a sponge for the weekend, thinking quite a bit about the nature of EAA, and what our chapter could be.

Saturday mostly consisted of what I'll call "participatory lectures". The chapter members all sat at tables shaped in a U while various members at HQ talked about their slice of the EAA pie. Chad Jensen spoke about homebuilders, Brian O'Lena spoke about Young Eagles, etc. They all had slides prepared, but often as not the conversation turned into a free-for-all exchange between chapter members, each other, and HQ staff. It was all incredibly fantastic information and I came away with copious notes about things other chapters were doing that I thought would be a good fit for our chapter, and little tidbits about current efforts at HQ that our chapter membership would find interesting. One

idea EAA is investigating is the possibility of developing EAA chapter flying clubs, and EAA chapter airplanes. HQ has their own flying club and airplanes, and for them it has been a phenomenal success. The ability for a chapter to develop a club and build club airplanes that could be operated under the auspices and support (insurance, etc?) of EAA fascinated me. A parallel effort is underway at AOPA by an undisclosed ex-EAA subversive, initials Charlie Becker. Flying is becoming increasingly expensive, and I think it's smart to look at aviation in Europe, where expenses are high but aviation survives in the form of flying clubs. Might we one day have an EAA Chapter 252 Zenith CH650 (pick your own dream type), in an EAA Chapter 252 Flying Club, with EAA Chapter 252 volunteer instructors, in an EAA Chapter 252 Hangar? As one of the club members counting his pennies, the thought warms the heart...or maybe it's the chili.

The event was about giving chapter leaders more tools for their toolboxes, and bridging the communication gap between the chapters and headquarters. In those respects the event was a success. I have new friends from California to Salt Lake City to Denver to Connecticut. I found out I knew more EAA staff than I realized, and quite a few directors too. HQ staff made it very clear that they were listening to us, and I don't think it was for show. They're here to serve the chapters, and I came away with contacts at HQ for just about any topic or problem a chapter can have. They're planning on another event next spring, and I hope to attend that event and I hope other EAA 252 members and leaders attend as well. The event is in our backyard, it's fun, and it keeps our chapter and HQ in touch. We share a fence with them, and we ought to mend it occasionally. Even when it doesn't need mending, there's nothing wrong with jawing about airplanes with your neighbor. Especially when he has some cool ones. Hey Paul, can I borrow the B-17? Gas is a nickel, right?



Officer Candidates, *continued* from page 4.

and after a 30 year adventure around the country returned a few years ago. My introduction to aviation came about as my former husband was a pilot (CFI) and we owned several airplanes. Aviation took over his life and I started going to the hangar to spend time with him and met lots of great folks. I took a few flying lessons and a Pinch-Hitter course but knew I wasn't interested enough to get my license. I still have no desire to be a pilot, but I am learning that I like to be around airplanes (and airplane people!).

Fred Stadler, candidate for Treasurer –

Aviation has been my lifelong interest. My first airplane was a Luscombe and I'm still flying the 1956 Cessna 310 I've owned for more than forty years. It's carried my family on many vacation trips, and my wife, Carol, and I still use it for travel, despite its annoying "drinking habit."

After retiring from IBM, I found I could spend more time with EAA and became an active volunteer at Pioneer Airport, providing open-cockpit biplane rides for Museum visitors and flying several thousand Young Eagles. I am the AirVenture NOTAM Chairman and a co-chairman of Oshkosh Flight Line Operations. For those who like letters, I'm a CFI, A&P-IA, and the KOSH AOPA ASN rep. I've been a member of Chapter 252 for several years and look forward to helping with chapter activities.

Sport Aviation Association



Anyone interested in membership in the SAA may become a member online at:
www.sportaviationassociation.org

For additional information you can contact President Ed Fisher by e-mail at:
Raceair77@gmail.com

Or postal mail at:
Sport Aviation Association
361 Whiteplains Place
Gilbert, SC 29054

There are no prescribed dues, but donations are welcome. A quarterly magazine is provided.

- Wittman Airport News -

Promoting Wittman Airport Businesses



CARGO NORTH, an investment group spearheaded by Frank Kelner, has acquired a Basler Turbo 67 aircraft to service Northwestern Ontario.

The aircraft will provide Air Cargo services to Northwestern Ontario. Powered by the Pratt & Whitney PT6A-67R engines, it has a cargo capacity of 1225 Cubic Feet and a payload of 11,000 pounds. It will be equipped to handle bulk fuel and drum fuel.

Cargo North has formed strategic alliances with Nakina Air Services Ltd. (Nakina, Ontario) and North Star Air Ltd. (Pickle Lake, Ontario), whose bases will provide Cargo North with an 'Air Gateway' to Ontario's First Nation Communities and mining / exploration companies operating in Ontario. Those two companies have successfully serviced the North for many years and through this strategic alliance will be expanding their services to offer an aircraft, expressly designed to carry oversized payload and bulk fuel into remote areas, on skis and wheels.

The BT-67 is expected to be delivered and in service by November 1, 2012, and they have options to acquire two more BT-67 aircraft in early 2013. *Photo & story from Basler website.*

FourPoints



**TELEVISION
PRODUCTIONS**

Nothing new reported, but check out their website at:

http://www.fourpointstv.com/FourPoints_TV/Home.html

MYERS AVIATION

Nate Smith reports: Myers Aviation's services continue to be in high demand. Our "recovery crew" has picked up several aircraft lately, including a Cessna 182, a Lake Amphibian, an early model 172, and a Bonanza.



We were pleased to complete a 172XP rebuild in September, and its new owner has been putting lots of time on it. We have an additional crew working on fabric covering for our Pitts Model 12 project. Our latest project is repairing a Cessna 402B with hail damage. You've seen what hail can do to your roof, garden, and



(hopefully not) your airplane. Imagine what flying through a hail storm with tennis ball sized hail would be like! This workhorse of an airplane has serious damage to the leading edges all around the fuselage. As part of the repair, we will be installing all new SMR Ice-Shield de-ice boots under SMR factory guidance in order to receive certification as an SMR Ice Shield installer. *Story and photos by Nate Smith.*



Nothing new reported, but check out their website at:

<http://www.newviewtech.com/index.html>



The American Sonex Association held its' 9th Annual Crossville, TN Fly-In, October 12-13th! Sonex reports the event was a huge success despite some rainy weather across most of the country. Twenty five Sonex Aircraft were on-hand for the event. The group of current and prospective builders, their friends and families, topped 120. *From Sonex website.*



From Fred Stadler we learned that own Air traffic controllers at Wittman Regional Airport had received the Willie F. Card Contract Service Award for dedication, safety, and customer service.



From the left (with years of ATC experience): John Penn (10), Tower Manager Steve Wendt (27), Brian Van Lankveldt (22), Dena Dyni (25), Chip Dyni (26), and Martin Sweeney (22).

The regular tower staff (6) is on duty from 6 a.m. to 10 p.m. almost every day of the year. All are former military, and offer a combined 132 years of air traffic control experience. They each work 3 daily shifts during the week. Rather than rotating shifts, each controller has a set and predictable schedule. For example, Dena Dyni reported "I work days, Wednesday through Sunday." Everyone readjusts for the rare sick day and vacations. Actually, said Steve, vacations are easier because most of the staff takes them during EAA AirVenture, when pink-shirted FAA controllers take their places in the tower's cab. The Wittman crew, employed by Midwest ATC, resumes their air traffic control duties after all the EAA visitors have taken off for home. *Content & photo from story by Scott Spangler.*

Spark Plug Inspection and Maintenance

Spark plug operation can often be a major source of engine malfunctions because of lead, oil, graphite, carbon fouling, and spark plug gap erosion. Most of these failures, which usually accompany normal spark plug operation, can be minimized by good operational and maintenance practices. A spark plug is considered fouled if it has stopped allowing the spark to bridge the gap either completely or intermittently.

Carbon Fouling of Spark Plugs

Carbon fouling from fuel is associated with mixtures that are too rich to burn or mixtures that are so lean they cause intermittent firing. [Figure 4-48] Each time a spark plug does not fire, raw fuel and oil collect on the nonfiring electrodes and nose insulator. These difficulties are almost invariably associated with an improper idle mixture adjustment, a leaking primer, or carburetor malfunctions that cause too rich a mixture in the idle range. A rich fuel-air mixture is detected by soot or black smoke coming from the exhaust and by an increase in rpm when the idling fuel-air mixture is leaned to best power. The soot that forms as a result of overly rich



Figure 4-48. Carbon fouled spark plug.

idle fuel-air mixtures settles on the inside of the combustion chamber because the heat of the engine and the turbulence in the combustion chamber are slight. At higher engine speeds and powers, however, the soot is swept out and does not condense out of the charge in the combustion chamber.

Oil Fouling of Spark Plugs

Even though the idling fuel-air mixture is correct, there is a tendency for oil to be drawn into the cylinder past the piston rings, valve guides, and impeller shaft oil seal rings. At low engine speeds, the oil combines with the soot in the cylinder

to form a solid that is capable of shorting out the spark plug. Spark plugs that are wet or covered with lubricating oil are usually grounded out during the engine start. In some cases, these plugs may clear up and operate properly after a short period of engine operation.

Engine oil that has been in service for any length of time holds in suspension minute carbon particles that are capable of conducting an electric current. Thus, a spark plug will not arc the gap between the electrodes when the plug is full of oil. Instead, the high-voltage impulse flows through the oil from one electrode to the other without a spark as though a wire conductor were placed between the two electrodes. Combustion in the affected cylinder does not occur until, at a higher rpm, increased airflow has carried away the excess oil. Then, when intermittent firing starts, combustion assists in emitting the remaining oil. In a few seconds, the engine is running clean with white fumes of evaporating and burning oil coming from the exhaust.

Lead Fouling of Spark Plugs

Lead fouling of aviation spark plugs is a condition likely to occur in any engine using leaded fuels. Lead is added to aviation fuel to improve its anti-knock qualities. The lead, however, has the undesirable effect of forming lead oxide during combustion. This lead oxide forms as a solid with varying degrees of hardness and consistency. Lead deposits on combustion chamber surfaces are good electrical conductors at high temperatures and cause misfiring. At low temperatures, the same deposits may be good insulators. In either case, lead formations on aircraft spark plugs prevent their normal operation. [Figure 4-49] To minimize the formation of lead deposits, ethylene dibromide is added to the fuel as a scavenging agent that combines with the lead during combustion.

Lead fouling may occur at any power setting, but perhaps the power setting most conducive to lead fouling is cruising with lean mixtures. At this power, the cylinder head temperature is relatively low and there is more oxygen than needed to consume all the fuel in the fuel-air mixture. Oxygen, when hot, is very active and aggressive. When all the fuel has been consumed, some of the excess oxygen unites with some of the lead and some of the scavenger agent to form oxygen compounds of lead or bromine or both. Some of these undesirable lead compounds solidify and build up in layers as they contact the relatively cool cylinder wall and spark plugs. Although lead fouling may occur at any power setting, experience indicates that the lead buildup is generally confined to a specific combustion temperature range. Combustion temperatures outside this specific range minimize the lead fouling tendency.

If lead fouling is detected before the spark plugs become completely fouled, the lead can usually be eliminated or reduced by either a sharp rise or a sharp decrease in combustion temperature. This imposes a thermal shock on cylinder parts, causing them to expand or contract. Since there is a different rate of expansion between deposits and metal parts on which they form, the deposits chip off or are loosened and then scavenged from the combustion chamber by the exhaust or are burned in the combustion process.

Several methods of producing thermal shock to cylinder parts are used. The method used depends on the accessory equipment installed on the engine. A sharp rise in combustion temperatures can be obtained on all engines by operating them at full takeoff power for approximately 1 minute. When using this method to eliminate fouling, the propeller control must be placed in low pitch, or high rpm, and the throttle advanced slowly to produce takeoff rpm and manifold pressure. Slow movement of the throttle control provides reasonable freedom from backfiring in the affected cylinder during the application of power.

Another method of producing thermal shock is the use of excessively rich fuel-air mixtures. This method suddenly cools the combustion chamber because the excess fuel does not contribute to combustion; instead, it absorbs heat from the combustion area. Some carburetor installations use two position manual mixture controls that provide a lean mixture setting for cruising economy and a richer mixture setting for all powers above cruising. Neither manual mixture control setting in this type of configuration is capable of producing an excessively rich fuel-air mixture. Even when the engine is operated in auto-rich at powers where an auto-lean setting would be entirely satisfactory, the mixture is not rich enough.

Graphite Fouling of Spark Plugs

As a result of careless and excessive application of thread lubricant, called antiseize compound, to the spark plug, the lubricant flows over the electrodes and causes shorting. Shorting occurs because graphite is a good electrical conductor. The elimination of service difficulties caused by graphite is up to the aircraft technician. Use care when applying the lubricant to make certain that smeared fingers, shop towels, or brushes do not contact the electrodes or any part of the ignition system except the spark plug threads. Never apply to the first set of threads.

Gap Erosion of Spark Plugs

Erosion of the electrodes takes place in all aircraft spark plugs as the spark jumps the air gap between the electrodes. [Figure 4-50]



Figure 4-50. Spark plug gap erosion.

The spark carries with it a portion of the electrode, part of which is deposited on the other electrode. The remainder is blown off in the combustion chamber. As the airgap is enlarged by erosion, the resistance that the spark must overcome in jumping the air gap also increases. This means that the magneto must produce a higher voltage to overcome the higher resistance. With higher voltages in the ignition system, a greater tendency exists for the spark to discharge at some weak insulation point in the ignition system. Since the resistance of an air gap also increases as the pressure in the engine cylinder increases, a double danger exists at takeoff and during sudden acceleration with enlarged airgaps. Insulation breakdown, premature flashover, and carbon tracking result in misfiring of the spark plug and go hand in hand with excessive spark plug gap. Wide gap settings also raise the coming in speed of a magneto and therefore cause hard starting.

Spark plug manufacturers have partially overcome the problem of gap erosion by using a hermetically sealed resistor in the center electrode of spark plugs. This added resistance in the high-tension circuit reduces the peak current at the instant of firing. This reduced current flow helps prevent metal disintegration in the electrodes. Also, due to the high erosion rate of steel or any of its known alloys, spark plug manufacturers are using tungsten or an alloy of nickel for their massive electrode plugs and iridium/platinum plating for their fine wire electrode plugs.

Spark plug information from FAA-H-8083-32-AMT Handbook, Powerplant

Supporters of BTC Aviation Maintenance Program Are Granted School Board Hearing

By Terry Novak

In November 2011, Blackhawk Technical College District Board (representing Rock and Green counties of Wisconsin) voted to suspend the 65 year old Airframe and Powerplant program. This was done at the recommendation of BTC President Dr. Thomas Eckert in an attempt to compensate for funding lost due to ACT 10 (Budget Repair Bill) that cut state aid to schools and placed a cap on tax levy. During a special meeting in March 2011, Dr. Eckert stated he does "not believe in cuts across the board, but (would) rather focus resources on programs that provide the best opportunities for the retention of students and the employment of students."

The proposal to suspend the A&P program was apparently discussed only in closed sessions prior to the November 2011 vote. The dean of the aviation program, instructors and staff were not included in these discussions and in fact were only notified of the proposal just days before the Board was to vote on the recommendation.

The story was "leaked" and a grassroots effort, Friends of BTC Aviation, was quickly mounted to spread the word of the impending action. Nineteen alumni and supporters of the program attended the Nov. 2011 meeting and spoke in favor of retaining the program.

By a 7-2 vote, the Board suspended the A&P program. As a result of the suspension, no new students will be admitted into the

program and program costs will be funded through fund balance to complete students who are currently enrolled (approximately 1 to 1½ years). Suspended programs can be reinstated within a three-year timeframe if funding is found. Dr. Eckert has not yet responded to questions submitted regarding the search for additional funding and what plans BTC had, if any, to reassign the A&P instructors.

After multiple requests by FOBTCA, the BTC District Board has agreed to hear public comments regarding the suspended A&P program at its **15 November 2012** meeting. FOBTCA (fobtca.org) has asked those interested in having this well-established and successful program reinstated to please attend and express his or her support.

BTC District Board Meeting

15 November 2012 (THURSDAY) at 6:00 pm

BTC Beloit Center (in the Eclipse Center complex – former Beloit Mall)

600 Henry Avenue, Beloit, WI

Eclipse Center is at the SE corner of the intersection of Riverside Dr. (Hwy 51) and Henry Av. Those coming from I-90, take the Shopiere Rd. (Cty Rd S) exit into Beloit. Shopiere Rd. forms a "Y" with Henry Av., so just bear right and continue to the address.



Adios BTC?

A few of us in the Chapter were sorry to hear that the Black Hawk Technical College aviation campus in Janesville would likely close. For 62 years the school has been graduating aircraft mechanics and avionics technicians. It is a part of Wisconsin aviation history.

Reportedly, the school is to experience a 30% reduction in state supplied aid, and closing the aviation programs will save the school \$370,000.00. But why close the aviation programs? School Board President Thomas Eckert's strategy is that the majority of aviation graduates find jobs outside of the immediate school district. He feels the school needs to focus on providing education that would serve more businesses within the immediate surrounding counties. This attitude seemed to prevail, despite arguments and support shown by local aviation businesses and aviation supporters at a November BTC Board meeting.

As of now, it was reported the school

We originally published the story below in the January 2012 edition of the Pylon, announcing the closure of one of Wisconsin's Oldest Aviation Schools.

would graduate its final class of students this spring. The Board agreed to suspend the program enrollment for a year, and instructed the school administration to see if any private source of school funding could be found. The Board reported it must cut \$1 million from its 2012-13 operating budget because of the state cuts and a state-imposed tax levy freeze.

Coincidentally, a couple of weeks ago I awoke in the morning to an aviation related story on National Public Radio. It was about an aircraft maintenance facility in Oklahoma City called AAR Aircraft Services Corp. AAR is a heavy maintenance facility that contracts maintenance out to some of the airlines, and they reported having hundreds (600) of job openings for professional aircraft mechanics, that they cannot fill. What!

The HR Department at AAR reported the openings are for very technically qualified positions, noting that you cannot take an individual right out of high school and teach them what to do. They recognize that Aviation Maintenance

Technicians (A&P Mechanics, etc.) receive a diverse education that covers many disciplines, and experienced ones make for a desirable employee. That same capability also makes them appealing to non-aviation industries - other companies that can afford to pay more.

I thought the dichotomy was interesting. A well-established and highly respected aviation school with an administration that chooses to suspend its program, and an aviation industry that reportedly cannot fill its ranks. In the end I do hope that reasonable minds step up to either help BTC financially, or to make an informed final decision – we'll see.

What's the EAA connection? Many years ago the instructors and students of BTC worked on a project with EAA, and a couple of its staff members in particular. **It was the students of BTC who built a significant portion of the 1903 Wright Flyer replica, which has been the center piece of the EAA museum ever since.**

October Chapter 252 Meeting



The October 20th meeting was the Chapter's annual chili bust meeting. Held again at the Daniel's hangar where our hosts were Wayne and his wife Kathy. Their hangar, and adjacent house, is located on the Southeast side of Wittman Airport on taxiway Delta. Thank you Wayne and Kathy for opening your home to us.

The weather was not the best in the morning, with cool temperatures and overcast sky, but it brightened up in the afternoon. This year we had "0" flyer

Wayne discussed Chapter past events, and some of the topics for future meetings.

Brian Cooper spoke on behalf of the Nominations Committee, encouraging



Brian Cooper

members to make themselves available as a candidate for one of the elected Chapter officer positions. Brian also reported he would be attending the upcoming EAA Chapter Leadership Academy session (the following weekend).

Fred Stadler reported that he believed the Chapter had accumulated quite a few YE credits with EAA HQ. After some discussion based on Fred's recommendation, the Chapter members agreed to use the credits to sponsor the attendance of Caylen and Kylee Dyni to the EAA Youth Academy. They are the children of Chip and Dena Dyni, who are tower controllers at Wittman Airport. The credits cannot be paid out in cash to the Chapter, but can be applied towards participation a YE/Youth Education EAA program. The Chapters actual credit status needs to be confirmed – which Brian Cooper will look into. Once confirmed, and assuming adequate credits have been banked, both of the Dyni kids should be funded 100% to attend. (YE credits are

accumulated whenever a pilot who is a member of Chapter 252 (and designates 252 on his YE paperwork) provides a YE ride. The rides that our Chapter's pilots provide during the pancake breakfasts generate those credits. Additionally, Fred provides numerous YE rides throughout the flying season from Pioneer Airport in the EAA's aircraft. He has designated 252 as his Chapter, hence 252 realizes those credits as well.)

Janet Davidson spoke about the 2013 January banquet, scheduled for January 26th and to be held in the EAA Museum.



Janet Davidson

Sodexo/Ripon College will likely cater the meal, the same folks who have done it the past couple of years with very good results. Cost of the meal and menu details are still to be worked out. The featured speaker for the evening will be Andrew King, noted pilot of various unique aircraft. The Pioneer Airport ski fly-in is scheduled to occur on the same day, so it will be a full weekend of aviation type activities! Janet is acting as the event Chairman, but is looking for someone to help with, possibly take charge of, the acquisition of items donated for the silent auction.



chili.

The overall attendance of 30 members and guests present included a few new members, so Wayne started out the meeting with round table introductions.



Long time Chapter member George Rotter speaks during the introductions.



Kathy and Wayne Daniels

EAA Chapter 252
- Airplane Spoken Here -



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*Based in Oshkosh, WI
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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.252.eaachapter.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 2nd Thursdays at various locations. Chapter meetings typically feature guest speakers and other special programs of interest.

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