

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



Future Chapter 252 Hangar?

The Chapter will possibly purchase this hangar from Janet Davidson and Adam Smith – pending acquisition of the necessary funds. Wayne Daniels is the Hangar Manager and needs your help to raise the funds and accomplish some tasks that are needed, before January 31st! Read inside to find out how you can be helping!

President's Message



By Brian Cooper

I never thought I'd be taking over the chapter presidency with a new hangar on our plate. Talk about starting off with a bang! Managing a project like that is far beyond my talents, and though I am participating actively, I'm very grateful to Wayne Daniels for spearheading the project as our first "Hangar Manager".

Before I dive into a request for volunteerism, I'd like to dangle a carrot related to the hangar. I'm meeting shortly with Steve Lirely to discuss the possibility of our Chapter hosting an Aviation Explorers post. I have said previously that I believe strongly in being involved with the youth of our community. Young Eagles naturally springs to mind, but Aviation Explorers may give us a more stable and enduring way to draw young people into aviation as a career and as a recreational activity. Although I applaud EAA headquarters' involvement in the local area, running a program like that and reaching out to the local schools seems like something we (with our local focus) might be better suited to than HQ, and if we have our own facility, I think that gives us the resources to really do something lasting. What exactly our involvement might entail, I don't know yet, and with all that's going on right now it might seem like something we don't have the time for. This acquisition and improvement phase of the hangar will eventually pass, however, and I think Aviation Explorers is something to investigate now.

Finally, if there was ever a time to volunteer for the Chapter, the time is now. This month, the focus is on the acquisition of the hangar and

producing enough funds to get through the purchase and have enough left over to let folks sleep at night. Wayne is coordinating a wonderful capital campaign flyer that should go out shortly, and we'll be having meetings weekly that all interested chapter members are invited to attend. These meetings will be announced by e-mail, or let me know by phone (920-420-2169) that you'd like to be contacted another way. As the months progress, there will be plenty of opportunity to participate in "improvement" work parties. Keep the end goal of a "home" for our Chapter in sight!

I'll part with the comment that I hope Wayne understands that he's also expected to work the "coat check" (get it?) at Chapter meetings. He's such a good sport!

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

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

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

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

Chapter Officers & Board of Directors

President – Brian Cooper

523 Tori St.
Omro, WI 54963
920/420-2169
brianacooper11@gmail.com

Vice President – Dennis Moehn

1503 Michigan Street
Oshkosh, WI 54902
920/810-1046
moehn@fvtc.edu

Secretary – Jane Smith

1110 Daniel Ct. #50
Neenah, WI 54956
920/426-6823
jsmith@eaa.org

Treasurer – Fred Stadler

1742 Hunters Glen Dr.
Oshkosh, WI 54904
920/303-5582
stadler@att.net

Young Eagles – Brian Cooper

523 Tori St.
Omro, WI 54963
920/420-2169
brianacooper11@gmail.com

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99 Johnson Ave.
Oshkosh, WI
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jcasper@eaa.org

Hangar Manager – Wayne Daniels

3778 Red Oak Ct
Oshkosh, WI 54901
920/233-0410
wedan444@sbcglobal.net

Newsletter Editor – Randy Novak

641 Bowen St.
Oshkosh, WI 54901
920/426-2763
classicair.novak@gmail.com

The Pylon is the newsletter of EAA Chapter 252, published monthly by the newsletter editor.

Digital copies are e-mailed to each Chapter member. Hardcopies will be mailed upon request to those without e-mail. Current and past copies can be downloaded from the Chapter website at www.252.eaachapter.org.

Stories & items for submission to *The Pylon* are welcome and must be received by the Newsletter Editor no later than 2 weeks prior to the monthly meeting date.



January Chapter 252 Meeting

The January meeting will be held in future Chapter Hangar (Janet Davidson's hangar). Located on the North side of Wittman Airport, enter through the Basler FBO driveway and you will see the hangar ahead and on the right. Parking is available either behind her hangar in the alley, or in the Basler parking lot nearby.

This meeting will be used to discuss and sign up help for the Chapter Hangar committee, and upcoming Chapter events.

The featured presentation for the evening was arranged for by Chapter Historian Jim Casper, who has enlisted member Will Schaick, and past member Bob Sonnleitner to help.



Tom Poberezny in his VW Beetle, Red 3.

They will speak about the modified VW Beetles that became an icon for the EAA Fly-In and Convention in Oshkosh. Few people probably realize that they were originally the product of Chapter 252 members.

Sonnleitner was also involved with the Chapters restoration of Big Bonzo (March 2012 issue). He operated his own repair business before working for Purath Pontiac in Oshkosh.

This Month In Aviation History

January 7, 1942 - First flight of the Supermarine Seafire.

Originally conceived as a folding wing Spitfire, the idea was first proposed in 1938. In 1940 a firm order was placed, but was cancelled by executive order – who preferred that



Fairey Fulmar's be built instead.

In late 1941 a quantity of Spitfires were modified for carrier operations, where the design was proved to be structurally weak for the duty. Eventually, the British Naval experience resulted in the Seafire Mark III.

The design would experience continued refinement through numerous design iterations until the final Mark 47 versions (pictured). Built around 1947 these aircraft featured Rolls Royce Griffon engines with Rotol contra-rotating propellers and hydraulically folding wings. The aircraft did serve up into the Korean war, but were removed from front-line service in 1951.

CELEBRATION OF FLIGHT!



EAA Chapter 252 invites you to join us at our

Annual Community Banquet

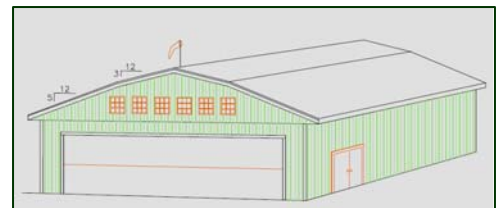
HELP NEEDED!

From Janet Davidson, Banquet Chairperson: "I am working on finding donations for this year's silent auction at the banquet. If anyone has anything they would like to donate - whether it is the "what on earth do I do with that?" Christmas present, or something that you are able to source from a local business, the Chapter & I would be most grateful.

If you are unable to drop items off at my house (2781 Fisk Ave, Oshkosh) but would still like to donate, let me know & I will arrange for someone to pick it up. Thank you."

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

The Chapter needs your help to promote this event. A quick scan of businesses recently in our area indicates a minimum number of event flyers/posters have been distributed. **YOU CAN HELP** by printing off a couple flyers and distribute them around town or among your friends.



Chapter 252 Hangar

At the December board meeting the membership resolution was approved (see the complete board meeting report on page 5).

Cash Donations Needed!

Checks should be made out to EAA Chapter 252, and mailed to:

Chapter Treasurer Fred Stadler
1742 Hunters Glen Dr.
Oshkosh, WI 54904

Continued on page 4.

Chapter 252 Hangar, Help Needed – continued from page 3.

If you have questions about payment methods, etc., you can also contact Fred at 920-303-5582, or stadler@att.net.

What about these donations? -

Phase 1 - At the last Board of Directors meeting, an amount of \$10,000 was targeted as the funds needed to fulfill the purchase price and allow for some money to pay initial operating expenses (budget for insurance, utilities, 2013 taxes, etc.). This will conclude Phase 1 of the project and needs to be completed by **January 31st**.

Phase 2 of the of the fund raising project will operate until May 31st. These funds will be used to provide improvements to the facility specific to the Chapter's needs. These will include restroom, kitchen, and storage facilities. The target amount for Phase 2 still needs to be determined, however it will be of little concern if the Chapter does not first meet the requirements for Phase 1!

Several levels of donations are planned, with appropriate acknowledgement planned for each. Levels will be:

Gold Donor – \$1000

Silver Donor – \$500

Bronze Donor – \$250

Sponsor – less than \$250

Please remember that donations to Chapter 252 are tax deductible (501c3). Your help is appreciated!

And now - if you are really serious about supporting the future of the Chapter hangar, welcome to the next level!

Help Needed for Hangar Committee

- Wayne Daniels is in charge of a working committee to procure the additional funding needing to support the purchase and operation of the hangar. If you had indicated that you would serve on this committee, now is the time to contact Wayne. PLEASE NOTE, this is not an advisory committee (Wayne cannot do it all himself). Be prepared to pitch in and do something.

The first objective is to acquire the amount of money as recommended by the Board.

Next will be to plan out and work on the maintenance and improvements that the Chapter would like to have for it's new home. For more information contact:

Hangar Manager – Wayne Daniels

3778 Red Oak Ct
Oshkosh, WI 54901
(920) 233-0410
wedan444@sbcglobal.net

Winter Events at the EAA Museum

By Fred Stadler

Mark your calendar for some events at the EAA Museum this winter!

The annual Pioneer Airport Ski-plane Fly-in will be held on Saturday, January 19th. Prospects for a nicely snow-covered runway at Pioneer seem good this year and everyone is hoping that the wind, ceiling and visibility will also be suitable that day. But this event will be fun even if the weather doesn't allow ski-plane flights. Warm chili and a birthday cake for Audrey Poberezny will feed the aviation enthusiasts enjoying this chance to get together. The chili will be served starting at 10:30 or so and the birthday cake will be cut sometime near Noon. This is an event you won't want to miss!

The following Saturday, January 26th, is our own Chapter's banquet. Be sure you get your check to Janet Davidson, and hopefully also something you can contribute for the silent auction.

Later this winter, the museum speaker series gets underway. These free, public talks are planned for 7 PM in the Skyscape Theater (just to the right inside the Museum main entrance and opposite the gift shop). On Thursday evening, February 7th, Dick Campbell will talk about the intriguing aviation mystery of "Lady Be Good," a B-24 that crashed in Libya.

On Thursday, April 18th, Jeff Skiles will talk about his recent experience flying the vintage Junkers JU 52 tri-motor from Toronto to Zurich, across the North Atlantic. This will be the first time Jeff has publicly described the flight (that very fortunately didn't end in the water!)

Planes & Projects



Still - the only project to report is my own, the Novak Taylorcraft pedal plane project continues.... Working on the cowl with plans to hang the engine in the near future! Do we have any builders in the Chapter? I can't tell! Please send photos and stories about your project to the newsletter editor!

2012 - 2013 Chapter Calendar and Wittman Airport Events

January 10, 2013

Chapter 252 Membership Meeting
The cut-down VW car project, by Bob Sonnleitner and Will Schaick
Chapter Hangar (Janet Davidson)

January 19, 2013

Pioneer airport ski fly-in.
10:00 AM till 1:30PM
Chili, soup & beverages available

January 26, 2013

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

February 14, 2013

Chapter 252 Membership Meeting
Aaron Sauer, NTSB Investigator

February 28, 2013

Chapter 252 Board of Directors

Ideas for presentation topics are welcome. Please contact the Chapter Vice President.

Check out the event calendars at:

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



2013 Chapter Dues Renewal Due Jan. 1

Send \$20.00 to:

Chapter Secretary, Jane Smith
1110 Daniel Ct. #50
Neeah, WI 54956
(920) 426-6823
jsmith@eaa.org

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

EAA Chapter 252 Board of Directors Meeting

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

December 19th, 2012, rev B

Location: Batten Board Room, EAA

Current Board Members present: Wayne Daniels, John Egan, Al Follendorf, Randy Novak

Plus Board Members Elect present: Dennis Moehn, Fred Stadler

Plus Members present: Will Schaick, Terry Novak, Jim Kress

Proceedings

- 1) Meeting called to order at approx. 5:30 P.M.
- 2) Discussed purchase of Janet Davidson's Hangar per the resolution as passed by a vote of the Chapter membership at the December meeting. The resolution document was prepared by Randy Novak acting Secretary at the regular meeting, reviewed by Chapter officers and Janet Davidson and was presented to Adam Smith; to approve the content as written. The document was presented to the Board members for discussion, as shown here:

Chapter 252 Membership Resolution to Purchase Hangar

Preamble:

At the Chapter 252 membership meeting of 12/13/2012, President Wayne Daniel's led the meeting. The primary topic of the evening was whether or not the Chapter should pursue the purchase the hangar owned by Janet Davidson and Adam Smith. Each person present (including the guests) had an opportunity to present their opinion. Al Follendorf reported that the Chapter had approximately \$71000.00 in the bank. Some additional funds would be needed to achieve the total purchase price, plus some allowance for misc. expenses. During the discussion Wayne Daniels and Brian Cooper both pledged to loan the Chapter \$1000 each if needed. Other persons present indicated also pledging some funds, but no specific commitment or amount was offered.

Eventually, a motion was made and approved to present the following resolution to the Board of Directors for approval:

Resolution:

- Whereby Janet Davidson and Adam Smith are offering to sell their hangar, with many of the furnishings, to Chapter 252 for \$75,000.00;
- and the sellers also offered to pay the ground lease and property taxes for the year 2013.
- The members of Chapter 252 recommend the Board of Directors pursue purchase of the hangar as offered; and
- as soon as possible the Chapter Treasurer pay Janet \$1000 as non-refundable earnest money; and
- the Board of Directors direct a committee established for the purpose to provide for the additional funding needed to satisfy the purchase price; and
- the remainder of \$74000 to be payable to Janet on or before January 31, 2013, after which the offer becomes void.

Closing Statement:

Wayne Daniels agreed to function as the manager of the hangar project, responsible for funding, planning, maintenance, and operations, for an undetermined period. He will compile a committee to accomplish the work. He will report to the Board of Directors.

- End of resolution as presented to the Board -

- 3) Discussion about the resolution followed:
 - a. Al reported preliminary findings of investigating insurance costs. After discussion with EAA, and Falcon his best estimate is approx. \$400 for liability and \$600 for property coverage (\$1000.00 total). He would like to get several other quotes for comparison. This is more costly than originally reported.
 - b. Property taxes – Jim Kress reported the current assessed value for the property is \$51,900.00, indicating the taxes will increase based on the future assessment which could increase to match the purchase price of \$75,000.00. Janet's reported tax payment of approx. \$1200.00 will increase accordingly.
 - c. Al reported the Chapter has \$71,700.00 in the bank.
 - d. Wayne reported that John Monnett had written a message to EAA (Elissa Lines) requesting support from EAA HQ for the needed Chapter fund raising. There has been no commitment to date.
 - e. Brief discussion about the various activities the Chapter would use the hangar for.
 - f. Discussion around how the Chapter should write up a draft of a Bill of sale document and submit it to an attorney for review. Wayne will start by reviewing it with the EAA attorney.
 - g. Discussion around checking for possible construction or loan liens on the hangar building. Jim Kress recommended checking with the Register of Deeds, or the Secretary of State's office.
- 4) **Action Items** needed concerning the hangar purchase:
 - a. Wayne will talk to an attorney, starting with the EAA attorney Dave Goelzer.
 - b. Al will check with several other insurance companies to get quotes, based on \$75K value plus \$10K for contents. Dennis Moehn will provide contact information for his hangar insurance agent in FDL. Randy provided the contact information for Wings Insurance.
 - c. Randy recommended a new lease agreement be negotiated with the airport instead of trying to assume Janet's old lease. Wayne has requested the topic be added to the airport committee agenda.
 - d. Wayne will schedule an initial meeting of the Hangar management committee; January 3rd was recommended, possibly to be held at Sonex. Planned attendees are: Wayne, John Monnett, Jeremy Monnett, John Egan, Al Follendorf, and Randy will attend to cover it for the newsletter. Wayne will send an invite to the membership from Groupspaces.
- 5) The Board did vote on the resolution, motion made by Randy Novak, seconded by Al Follendorf, with unanimous approval.
- 6) Discussion around the Chapter pursuing donations to the Chapter to help make up the difference needed to pay the purchase price, plus some extra. A target amount of \$10,000.00 was recommended.

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Chapter Board Meeting, *continued from page 5.*

- a. John and Fred talked about the need to recognize those who donate. Possibly on a plaque in the hangar.
 - b. It was recommended that Randy should put something in the January newsletter soliciting donations.
- 7) Discussion around the property tax that Janet offered to pay. Though stating that she would pay the taxes for 2013, was that really what she meant, or was her intention to pay the tax for 2012. Randy sent an e-mail to Janet asking for clarification.
- a. NOTE – after the meeting Janet reported that she was referring to the tax bill that she had paid recently, which was actually the taxes for 2012. Those attending the meeting were notified of Janet's response by e-mail from Randy.
- 8) The Chapter still needs to confirm it's status regarding city property taxes because of it's 501c3 status. Wayne reported that Doug Milius advised it did not make a difference.
 - 9) January Board meeting will be January 31st. Location to be determined.
 - 10) January 10th membership meeting. Presenter will be Bob Sonnleitner and Will Schaick to talk about the cut down VW's that they built for EAA. Jim Casper was telephoned from the meeting and agreed. He will make arrangements with Bob.
- Meeting was adjourned at approximately 8:00pm.
Minutes submitted by acting Secretary Randy Novak

Report on the
**Winnebago County
Aviation Committee Meeting**
of 1/2/2013.
By Terry Novak

The meeting was called to order by acting Chairman, supervisor Bob Warnke. He requested a moment of silence in memory of Aviation Committee Chair, Kathy Lennon, who had passed away unexpectedly in early December.

Airport Director Peter Moll reviewed the 2012 budget. He reminded the committee that promotional expenses exceeded what was budgeted for 2012. Medical and dental expenses were more than double what was estimated for the year due to an increase in County requests for employee testing. Land rental revenues are well above what was anticipated. EAA still owes the airport for AirVenture expenses.

The online Maintenance Requisition System is functioning but underutilized. According to Moll, there will be a campaign to promote the system to airport tenants. The online form for requesting maintenance to the airport facility can be found on the left side of the home page www.wittmanairport.com.

Wittman Airport will have a display at the 2013 Oshkosh Business Expo that will be held January 31 at the Oshkosh

Convention Center. Outagamie Airport will also be present.

Moll is preparing an airport information book for Aviation Committee member to help them better understand airport organization and operation.

There was a wildlife incident on the airport in December, a bird strike involving a Snowy Owl. The accident was fatal to the owl. However two more owls remained on the airport. Snowy Owls are protected but because of the danger of possible bird strikes, airport officials were allowed the option to kill the remaining birds. Moll reported that they chose to work with a raptor facility to trap and relocate the owls. The mission was successful and the owls have been released in an area that is safer to them and the planes at Wittman Airport.

Supervisor Stan Kline addressed the committee and visitors. This was his last meeting with the committee because he is moving out of the county and will be vacating his seat. Committee members thanked him for his service and wished him well.

Next meeting is scheduled for 8 am, 13 February 2013 and is open to the public.

Chapter Hangar Committee Initial Kick-Off Meeting

On January 3rd members of the Board of Directors met with Wayne Daniels and some of his committee members for initial discussions about the hangar funds and Capital Campaign that is needed.



This first meeting was held at Sonex, but future meetings will probably be at the Chapter Hangar (why not?). Members of the committee have not been formally named, but so far appear to be – Wayne (Manager), John Egan, Al Follendorf, and John Monnett. Members of the Board of Directors will continue to be involved as well. If you want to be a member of this important committee, call Wayne Daniels!

Is Your Airplane or Project Pictured On Chapter 252's Website?



The Chapter is continuing to add pictures of members' aircraft on the Chapter Website at:

www.252.eaachapter.org.

Please e-mail a photo of your airplane or airplane project to :

Classicair.novak@gmail.com.

- Wittman Airport News -

Promoting Wittman Airport Operations



- Flight training, single & multi-engine, Sport Pilot, Private Pilot, Professional.

Contact them at:
540 Aviation Road
920/426-3131
www.aviationservicescompany.com/



- Local source for some aircraft materials (6061T6 alum sheet), and parts unique to Sonex aircraft instruction.

Contact them at:
511 Aviation Road
920/231-8297
www.sonexaircraft.com/



- Local source for aircraft materials, hardware, & special services.

Contact Information:
255 West 35th
Randy Myers, 920/236-7820
www.baslerturbo.com



Winnebago Flying Club

The Winnebago Flying Club is hosting two aviation safety seminars on Saturday, January 5, 2012.

Both are at the FAA Safety building next to the control tower. The first is "A Review of General Aviation Accidents in Wisconsin during 2012", presented by Tim Lemke at 9:00 AM.

The second is "Crosswind Takeoffs & Landings", presented by John Dorcey at 10:00 AM. Both presentations are FAA approved safety seminars and are open to the general public.

Contact Information:
info@winnebagoflyingclub.com
www.winnebagoflyingclub.com/



Airport Loses a Good Friend

By Robert Mark on December 14th, 2012

Everyone around Wittman Regional Airport was saddened this week when they learned of the death of Kathy Lennon. Kathy joined the Winnebago County Board in 2004 and served on the County's Aviation Committee, nearly five of which was as the Chairman.

The first thing people remember when thinking about Kathy was her smile, a warm grin big enough to make everyone feel

welcome. While her warmth was natural, she honed her people skills first as a flight attendant for Continental Airlines and later in real estate. She was employed by FirstWeber at the time of her death.



Airport people remember her in constant attendance at most of the airport's social activities since she believed the airport needed

to be promoted to everyone. As Diana Ulrich, administrative assistant to Airport Director Peter Moll said, "Kathy cared whole-heartedly about the airport." She will be greatly missed. Kathy Lennon was 57.

Snowy Owls at Wittman



On December 24th Gene Jacobs of Linwood Springs Research Station (a raptor research facility) reported:

"I recently received a call for help, from the Wittman Airport in Oshkosh, WI. A Snowy Owl was observed sitting on the edge of the runway so I agreed to help.

When Jen and I arrived to meet with Chris Hallstrand (Airport Maintenance & Operations) we discovered that there were two Snowy Owls sitting along the edge of the main runway. The airport officials were concerned for the safety of all those using the runway, passengers and owls.

After some serious planning, airport officials decided to close down the main runway while we proceeded to net the owls. With some patience and a little luck we captured both owls and relocated them to a new and much safer location. I commend the Wittman Airport officials for the manner in which they handled this potentially dangerous situation."

FourPoints



TELEVISION PRODUCTIONS

Nothing new reported, but check out their website at:
www.fourpointstv.com/FourPoints_TV/Home.html

MYERS AVIATION

- Repairs, Inspections, Aircraft Salvage.
- Local source for used aircraft parts.

Contact Information:
545 Aviation Way
920/231-9772
www.myersaviation.com/



- Window Restoration
- Pitot-Static/Altimeter Certification/Transponder Certification
- Annual /100 hour Inspections/Repairs

Contact them at:
819 20th Ave.
877/303-0709
www.newviewtech.com/index.html



- Shop Talk -

For Mechanics, and Those Who Want To Be

Nuts To You, revisited –

In the February 2011 edition of *The Pylon I* wrote a column about the use of aircraft self-locking nuts on aircraft bolts.

Recently I had the opportunity to inspect a low time RV-6 for a new owner. Unfortunately we found some improperly installed aircraft bolts/nuts, where the joint clamp load was not there because the builder had run the nut down against the bolt threads – result – the bolts were loose. Problem is, these were the elevator attach bolts, and elevator horn to push/pull tube bolt. There was evidence of some fretting, but fortunately the damage was minimal (remember, it was a low time aircraft). Here is a section of that original story –

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

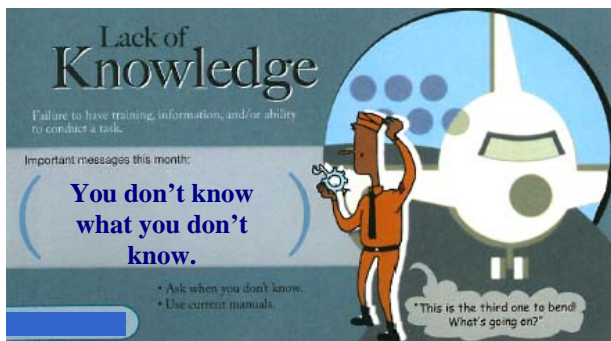
A particular incident prompted to write this article. I don't remember if I heard someone say it, or if I read it somewhere – a symptom of A.G.E. I guess. Someone said/wrote that when using a self locking nut the installer needs to ensure that at least 3 of the bolt threads are showing past the nut. 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.

Continued on page 9.



Shop Manuals -

Aircraft owners who want to work on their own airplanes, and would be owners who want to build their own airplanes, should assume, at minimum, the same level of responsibility and integrity of those who do it professionally. That attitude is what will help keep you and your loved ones alive.

An important part of that formula is having the necessary tools – and one important tool is having the proper knowledge needed to do the job correctly. The information provided to builders by the kit or plans suppliers may already assume that you will make yourself familiar with all of the basics. Also, picking up information off the street may not always be the most reliable.

It's not all about you. If you are working on a certified aircraft, doing more than preventive maintenance that you sign off as the owner/pilot, than your workmanship and integrity is what your supervising mechanic is relying upon. You are putting his FAA ratings and possibly his lively hood in jeopardy when you do something wrong, and "Remember – *The Pilot Depends On You!*"

I have previously mentioned these books (see advertisement on right) as excellent references for those who want to work on airplanes. Recently the Kitplanes publication also started recommending them as reference for people who consider themselves homebuilders. Once you see the quality of the books, the price is reasonable. Still don't like the price – you can get them in pdf format **for free** off the FAA website.



If you are going to take this amateur airplane mechanic business seriously, then a copy of AC43.131B should be in your library as well. Also available from the same sources.

NOTE - All 4 books can be purchased as a set for \$149.95.

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kitplanesbooks.com/subcategories/26
www.KITPLANESbooks.com
800 780-4115

Munsil's Christmas

On December 15th friends met at Munsil's for the annual pot luck holiday luncheon.



Attendance was down a bit, probably due to the weather – regardless there was plenty of good food and camaraderie to go around!



Munsil reported that daughter Vicki and her husband Warren would be moving to Wisconsin to live on the family farm with Munsil – welcome news to Munsil and their friends in the area!

What's next? Maybe Vicki or Warren taking flying lessons? If so, I think I might know where there is an airplane (or two) they can use?



One of our newer aviators, Evelyn, was there with her dad Aaron Novak.



Aircraft Bolts & Nuts, continued from page 8 -

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 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 examples of a bolt in a critical joint that was exposed to load reversals, and fail from fatigue because the builder had not installed an adequate number of washers under the nut.

For more information about the use and re-use of self locking nuts, see the full story in the February issue of *The Pylon*.



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.

December Chapter 252 Meeting



The December 13th meeting was held at Janet Davidson's hangar where about 35 members and guests were present. Guests included Jeff Skiles from EAA HQ, and Jeremy Monnett from Sonex.

President Wayne Daniel's led the meeting. The primary topic of the evening was whether or not the Chapter should pursue the purchase of Janet's hangar. Each person present (including the guests) had an opportunity to present their opinion. Al Follendorf reported that the Chapter had approximately \$71000.00 in the bank. Some additional funds would be needed to achieve the total purchase price, plus some allowance for misc. expenses. During the discussion Wayne Daniels and Brian Cooper both pledged to loan the Chapter \$1000 each if needed. Other persons present indicated also pledging some funds, but no specific commitment or amount was offered.

Eventually, a motion was made and approved to present the following resolution to the Board of Directors for approval:

- Whereby Janet Davidson and Adam Smith are offering to sell their hangar, with many of the furnishings, to Chapter 252 for \$75,000.00;
- and the sellers also offered to pay the ground lease and property taxes for the year 2013.
- The members of Chapter 252 recommend the Board of Directors pursue purchase of the hangar as offered; and
- as soon as possible the Chapter Treasurer pay Janet \$1000 as non-

refundable earnest money; and

- the Board of Directors direct a committee established for the purpose to provide for the additional funding needed to satisfy the purchase price; and
- the remainder of \$74000 to be payable to Janet on or before January 31, 2013, after which the offer becomes void.

Wayne Daniels agreed to function as the manager of the hangar project, responsible for funding, planning, maintenance, and operations, for an undetermined period. He will compile a committee to accomplish the work. He will report to the Board of Directors.

Janet Davidson asked for volunteers to help with the banquet preparations, especially with the solicitation of items needed for the silent banquet. No one stepped up to volunteer at the meeting, but anyone who can help was asked to contact Janet.

Randy Novak reminded everyone of Munsil's Christmas luncheon on the 15th, starting at approx. 10:00 AM.

Wayne Daniels advised the Chapter would be providing lunches for the January Sport Aire workshop, and requested additional volunteers to help. Brian Cooper and Dave Wilkening agreed to help, with John Egan as a possible.

At the conclusion of the meeting Wayne Daniels called for a Board of Directors meeting on December 20th (changed to the 19th due to weather forecast) to be held at the Batten Board room. Randy Novak to send out the announcement and add to the Chapter Calendar.



Wayne Daniel's last meeting as Chapter President.



President elect Brian Cooper will take over in 2013.

CELEBRATION OF FLIGHT!

EAA Chapter 252 Annual Community Banquet

Featuring Andrew King's Presentation:
Travels with Time Machines, Re-living Aviation History

Hear King talk about restoring and flying rare historic aircraft, such as the Pitcairn Autogiro.



Andrew King at the controls of a 1911 Ely-Curtiss Pusher replica.



- **Andrew King** is an experienced pilot and mechanic of numerous rare & vintage aircraft. King got his start in at the famous Old Rhinebeck Aerodrome in New York state where, at 19 yrs of age he flew a Fokker Tri-plane in their weekly air shows.
- He has participated in historic aviation re-enactments, flown for movies, and continues to operate a business that builds and restores rare and unusual aircraft.

- Also Featured -

- **Master of Ceremonies: Chapter 252 member, Hal Bryan!**
- **Silent Auction - proceeds to benefit Chapter 252 projects.**
 - **Meet the 2013 "Spirit of ELO" Awardee.**

Where:

EAA's AirVenture Museum "Eagle Hangar", 3000 Poberezny Rd., Oshkosh

When:

Saturday, **January 26, 2013**

- Cocktails at 6:00pm (cash bar)
- Catered Buffet at 7:00pm (Sodexo/Ripon College)

Cost: \$35.00 per person (\$30 for dues-paid Chapter 252 members)
Payment by January 23, 2013 is requested for planning purposes.

Payment/Notification in advance to:

EAA Chapter 252, %Janet Davidson
2781 Fisk Avenue, Oshkosh, WI.
Call 920/267-3205 or email gbvfx@hotmail.com

EAA ★ **252**
OSHKOSH
Steve Wittman Chapter

Based in Oshkosh, WI
A Part of the Aviation
Community in Oshkosh
and the Surrounding Area
Since 1965

Join EAA Chapter 252
Membership \$20.00/yr.
Payment By Check Preferred,
(Payable to EAA Chapter 252)
Chapter Secretary, Jane Smith
1110 Daniel Ct. #50
Neenah, WI 54956
(920) 426-6823 jsmith@eaa.org

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.

To Apply For Membership

Chapter 252's success is due to the quality of it's members. If you would like to join us please return this information, or request a full application form.

Name - _____	Spouse's Name - _____
Street Address - _____	City - _____ State - _____
Daytime Phone - _____	Evening Phone - _____
E-mail Address - _____	EAA #, & Expiration - _____
Active Pilot? – Yes, No. Ratings - _____	Aircraft Owned - _____
Restoring/Building? - _____	What Chapter Activities Interest You? - _____