

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



*Outgoing President, Dennis Moehn,  
leading his final chapter meeting.  
Thanks, Dennis!*



*Chapter Members standing next to  
Al Follendorf's recently completed Waix.*



## President's Message

By Charlie Becker

Welcome to 2015.

I would like to thank everyone in the chapter for showing enough confidence in my abilities to have me serve as your president. For those of you who do not yet know me personally, let me give you a bit of background. I have the honor and privilege to work at EAA HQ running the homebuilders programs. I started working at EAA in 1999. I have been a member of chapter 252 for many years, serving terms as both Treasurer and Vice-President. I have also served as an officer of Chapter 186 in Manassas, VA before taking the job with EAA. I completed, and am flying, a Sonex and am currently building two aircraft: a Pirate Cub (a super cub knock off) and an EMG-6 ([www.electrictmotorglider.com](http://www.electrictmotorglider.com)). I am a lifetime member of EAA because I simply can't imagine a time in the future when I would not be building and flying. I consider myself very blessed since I was able to turn my hobby into my career when I accepted the position with EAA. I am supported in my EAA activities by my wife Theresa.

I believe very strongly that chapters are the heart and soul of EAA. Paul Poberezny liked to say that chapters are the "churches" of aviation. Chapters like 252 around the world are the local, grassroots outlet for those who love aviation. Although every chapter is a little different, each one provides a way for us to share our love of aviation with like-minded people. As someone who has moved around the country a few times for work, EAA

## Chapter 252 Resource List, 2014

Chapter member advisors (aviation professionals, or experienced & EAA recognized) who are active as mentors and support Chapter programs/events.

Lyle Forsgren, (Technical)  
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920/966-0410

Tim Hoversten (Technical)  
EAA Tech Counselor  
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john@sonexaircraft.com  
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A&P, IA, EAA Tech Counselor  
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*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](http://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 Chapter Membership Meeting date.

Unless indicated otherwise, all photos and text are provided by the Newsletter Editor of *The Pylon*.

## Chapter Officers & Board of Directors

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**Membership - Doug Milius**  
1305 Maricopa Dr  
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drmilius@sbcglobal.net

## Next Chapter 252 Meeting:

**Saturday  
January 24th**

**Winter Banquet  
(No regular meeting  
in January due to the  
banquet.)**

(Wear Your Chapter  
Name Badge)

### **Primo's Restaurant**

RSVP to Dennis Moehn  
if attending. Order off the  
menu. Everyone  
responsible for their own  
bill.

## February 12<sup>th</sup>, 2015 Chapter 252 Meeting

From Vice-President, Tim Hoversten:

Jeremy Monnett, Sonex Aircraft, will be the presenter at our February chapter meeting. Jeremy's topic is:

### *"How to transition into a Jet-Powered Glider and the SubSonex Jet"*

Jeremy Monnett recently completed the BonusJet TST-14 Training Program in New Mexico. This training program offers those with a glider training to earn a permanent endorsement for a jet self-launch glider and a LOA (letter of authorization) to fly the SubSonex Jet.

If you'd like to find out more, visit:

<http://www.sonexaircraft.com/>

<http://www.sonexaircraft.com/subsonex/index.html>



## Chapter 252 Annual Winter Dinner

### **When:**

Saturday **January 24<sup>th</sup>**  
Cocktails at 5:30PM,  
Dinner at 6:30PM.

### **Where:**

Primo's Resturant  
2605 Jackson Street  
Oshkosh Wisconsin.

### **What:**

EAA Chapter 252's annual dinner. This will be a casual event. There is no need to prepay for the event, dinner will be ordered off of Primo's menu and everyone will be responsible for their own bill.

We ask that everyone planning to attend reserve your seat by contacting Dennis Moehn at 920-810-1046 or by e-mail at [moehn@fvtc.edu](mailto:moehn@fvtc.edu) so we can give the resturant an idea of how many persons to expect.

Primo's menu can be viewed at:  
<http://primoitalian.net/dinner-menu/1215513>

### **FROM THE EDITOR:**

My name is Carrie Forster. I am your chapter secretary and, beginning with this issue, I am the new editor of the Pylon. I want to thank Randy Novak for the amazing job he has done as newsletter editor. I am looking forward to growing into this job with the newsletter, and want to continue to make it a great resource for our members. Please contact me with any submissions or story ideas you may have.

I've been a chapter member for a relatively short two years, and have been your secretary for almost a year and a half. I am enjoying being involved with the chapter. I earned my private pilot certificate on Aug. 20, 2014. My husband, John, is also a chapter member, private pilot, and a builder. We enjoy flying together, and have made many new friends in chapter 252.

## Treasurer's Report

*Fred Stadler*

Chapter 252 started 2014 with a treasury balance of \$18,367.74 and ended the year at \$19,836.12.

The increase was mainly due to successful fund-raising events and lower than anticipated costs for hangar utilities and maintenance.

The chapter's largest expenses come in January, with hangar insurance, property tax and airport land rental expected to total about \$2,200.

Our upcoming Sport-Air lunch sales in January and our Pancake Breakfast in April should get us started toward staying in the black for 2015.



# Membership Report

Doug Milius

## NOTICE!

### 2015 dues are payable.

Twenty bucks to Doug Milius is all that is required. Cheap!

*Ref: Annual dues for regular members shall be payable January 1 of each year for the period of January 1 through December 31. Membership privileges will end of March 31 if dues are not paid by March 31.*

2015

## Chapter 252

Initial Membership Dues

Jan. thru June - \$20

July thru Dec. - \$10

Annual Renewal - \$20

Check (payable to EAA

Chapter 252) to:

Membership Officer,

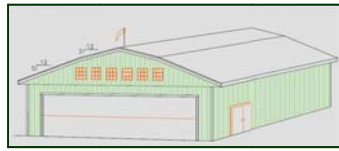
Doug Milius

## President's Message, *continued* from page 2.

chapters provide a wonderful way to get to know people. Please help make sure 252 is welcoming place for those interested in aviation by introducing yourself to any new faces you see at meetings.

Finally, I'd like to thank outgoing president Dennis Moehn for volunteering his talents to guide the chapter and retiring newsletter editor Randy Novak for many years of producing our excellent newsletter. They have both dedicated many hours of their time to make this a wonderful EAA chapter.

Tailwinds,  
Charlie



## Hangar Happenings

Jim Kress

Thanks to everyone who provided merchandise to the donation table. The Chapter realized a profit of nearly \$50 from the effort. Next month we would like to do the same thing so if you have some items around your house that you'd like to donate please bring them to the meeting.

### - Trash & Treasure Exchange -

Please help stock the hangar Trash & Treasure exchange table. Members may donate or purchase a variety of garage sale items from the table to benefit Chapter 252. Items donated should have a minimum value of \$5.00 each.

### Want to Help at the Hangar?

Think you might have a piece of equipment or tools the Chapter needs? Want to help out with organization and operation of the hangar facility? Contact the Chapter Hangar Manager.

Hangar Manager – Jim Kress

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

### Hangar Usage

If you have need of the hangar - see the Hangar Manager for arrangements and availability. There is an established Hangar Use Policy, copies of which are available from the manager, or at the hangar.

In summary, the Policy is a common sense document that lays down some basic ground rules governing its usage. The intent is to make it available to as many members as possible.

## December Chapter 252 Membership Meeting

After the business portion of the meeting, members viewed the current EAA Chapter videos. Topics for December were: News from HQ, Aerobatics on a Different Scale (featuring formation flying alongside an RC model during AirVenture 2014), and a segment about the Spruce Goose. After the videos, members had time to visit and socialize.

2015

## Chapter Calendar and Wittman Airport Events

### January 22<sup>nd</sup>

Chapter 252 Board of Directors meeting. 6:00 PM

### January 24<sup>th</sup>

Chapter 252 Winter Banquet Dinner at 6:30PM  
Primo's Resturant, Oshkosh

### January 24<sup>th</sup> & 25<sup>th</sup>

EAA SportAir Workshop Lunch  
Chapter 252 serves attendees lunch

### April 11<sup>th</sup>

(pending confirmation)  
Chapter 252 Pancake Breakfast and Wittman Birthday  
Wittman Airport

### Check out the event calendars at:

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

*Airplanes Spoken Here*

## ***Minutes of the 18 December 18, 2014 EAA Chapter 252 Board Meeting***

**Present** - Pres. Dennis Moehn, VP Tim Hoversten, Treas. Fred Stadler; Board Members Wayne Daniels, Jim Casper, Randy Novak; Hangar Manager Jim Kress; Membership Doug Milius; members Charlie Becker (Pres. Elect), John Schram, Terry Novak. Excused - Sec. Carrie Forster.

**Hangar Report:** Kress has provided a flashlight to light the way to the porta-potty. Casper offered a motion detector light. Board agreed to have John Schram fill-in as manager while Kress is down south for the winter. Dennis will check the entrance light to see if it's burned out. Discussed ways to decorate the hangar; Wittman area, ELO award winners, photos of completed projects. Hangar is being kept at a minimum heat setting for Al Follendorf's use. The recent bill is \$45 higher than last year's bill (when the hangar was not heated). Per the agreement with Al, he will pay the difference.

**Treasurer's Report:** There is \$19,815 in the account compared to \$18,366 last year. Chapter has kept-up with hangar expenses because of rental income and lower than anticipated maintenance costs. Members have done much of the work on the hangar for free. Property tax has not risen. Question was raised about having the furnace inspected. Hangar committee will look into that.

### **Old Business:**

SportAir Workshop Lunches- Because of Subway's price increases, the Board agreed to drop the Roast Beef and Club sandwiches from the lunch menu offerings. Sandwiches will be sold at the same prices as last year - \$7 for 6 inch and \$9 for 12 inch. Chapter makes the most profit on sales of cookies, sodas and chips. Dennis will arrange for those items.

**Annual Banquet** – Primo's, Jan. 24, 2015, cocktails 5:30 pm, dinner 6:30 pm. Will order off the menu. Dennis will take reservations and give the restaurant a headcount a week in advance. Charlie will MC. Chapter awards and project completions will be announced. Randy and Dennis will supply photos for the slideshow. Banquet will be announced in the January newsletter. Should also email reminders to members after January 1.

**Octoberfest** – Consensus is to keep this option on the table and reopen discussion at the January board meeting. Need a unique food item and a chairman. Wayne offered to chair the project if the chapter comes up with a good idea. Discussed other fundraising options. Charlie will explore the possibility of leasing the hangar to a corporate vendor during AirVenture. Questions were raised about liability and whether hangar insurance would allow subleasing. Tim and Fred will investigate.

**Buster Project** – Dave Broadfoot will bring his Buster parts to EAA after the holidays for inventory. EAA has related items. The project will be moved to the chapter hangar by the end of January 2015.

### **New Business:**

John Schram donated a TIG welder to the chapter to use as it sees fit. Charlie will check it out to see if it could be used to offer basic TIG training. Dennis will compose a letter of thanks.

## **EAA Chapter 252 Board of Directors Meeting**

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



**New Business, continued:**

Paul Schrode contacted the chapter about arranging Young Eagle rides for 28 Boy Scouts. Dennis has recommended the April 11 pancake breakfast date. Dennis will send registration materials so they can be filled out in advance. Note – Boy Scouts require certified aircraft for their flights.

**Young Eagles Credits** – Chapter has earned \$2000 in YE credits, largely through Fred's flights in EAA-HQ planes. Credits can be used to acquire materials to facilitate the chapter's Young Eagle program or committed to an Air Academy scholarship, as the chapter has done in the past. Credits need to be used by the end of the year. Discussed the possibility of purchasing a video projector to use in the YE flight staging area. Charlie and Tim will check into that possibility.

**NOTE: Next board meeting will be 22 January 2015, 6 pm, at EAA-HQ. Room to be determined. Enter at front door.**

Submitted by Terry Novak.

## **EAA Chapter 252 Board of Directors Meeting**

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## - Shop Talk -

With *Ramblin's Mixed In* by Randy Novak



### Saving Your Engine

We have all read how inactivity is the worst treatment for our airplane engines. The culprit is corrosion. Oil does not get circulated, small concentrations of corrosive acids and moisture are allowed to sit in one spot for a long time. Lycoming engines are noted for developing cam lobe and lifter face corrosion under such conditions. The older Franklins like to develop rust between the exhaust valve stem and guide. All engines with iron or steel cylinder bores will develop rust on the walls.

As aircraft owners we CAN do something to minimize the affects of corrosion and extend the life of the engine. Corrosion requires several conditions to occur: Moisture (to provide an electrolyte), Oxygen (corrosion is oxidizing metal), and an anode and cathode (within the metal matrix, or dissimilar metals). Any methods used to protect an engine from corrosion try to remove one or more of the required conditions.

There have been some aftermarket tools created that are intended to circulate dry air within the engine. I have looked, but have yet to find any conclusive test data to show that these are effective in the real world. Can the supply of dry air be maintained? Does it really circulate within all areas of the engine? Is it an acceptable substitute for the standard industry practice?

The standard recommended practice for many decades has been to prep the engine by running it with corrosion inhibiting oil, spraying the cylinder walls, and then installing desiccant spark plugs and desiccant plugs in the exhaust and intake. The oil stays tacky and clings to the metal surface protecting it from moisture and

oxygen. The desiccant plugs reduce moisture levels within the engine.

This is the recommendation by both Lycoming (Service Letter L180B), and Continental (Service Information Letter SIL99-1). Both documents contain detailed information and can be downloaded from the internet. The preservative oil used should meet the MIL-C-6529 Type II spec that is called out. Both AeroShell (AeroShell Fluid 2F) and Phillips (Aviation Anti-Rust Oil 20W-50) are available and sold through most



aviation supply houses (Sky Geek, Spruce & Specialty, etc). There may be other brands that I am not aware of. For years, this type of oil was referred to as "Fly Away Oil", and installed in new aircraft that were expected to sit on the dealer's ramp for a while.

The whole process sounds intimidating, but it's not that bad, and I am surprised that more FBO's don't encourage it as a service that is offered. So, when should we go through this effort to protect the engine? Both Lycoming and Continental indicate that some level of protection should be applied if the engine will be inactive for 30 days or more.

Most of us really don't fly as often as we intend to, or would like to – but we really don't consider the engine inactive. So, is there anything we can do if we fly infrequently, but still once in a while, or maybe the weather unexpectedly keeps us on the ground for a few weeks – but we would still like to protect our engine? Phillips recommends using some of their Anti-Rust oil as an additive with your normal oil, up to a 10% mix. This practice was also recommended by retired (?) aviation fuel and lubricants expert from Shell Oil, Ben Visser,

who advised – "I would strongly recommend that when changing the oil, you add one quart of an approved preservative oil to the oil charge." Visser then referred to the AeroShell and Phillips products, and advised that "...since you only have one quart in the engine, in the spring you can just go flying and you do not have to change the oil until your next scheduled oil change. The one quart level is recommended for most opposed engines." (ref. General Aviation News, Dec. 2013). I believe Visser was thinking of the typical 8 quart sump, which would result in a 12% mix, about the same as the Phillips recommendation.

So, while the knowledge and procedures for protecting an inactive engine have been known for a long time – the real problem is that few people actually practice it. Fortunately, this helps keep the engine shops in business. I guess that's a good thing?

### Fraud and Hacks

While reading a recent issue of the newspaper, I came across an article written about some of the scientific discoveries of 2014. The story got into how a couple of the reported achievements achieved high visibility, but turned out to be fraudulent, discrediting the sources and those who were trying to take credit for the work (one researcher committed suicide).

The story went on to say that because of the exposure of those high visibility failures, many other research papers were also pulled from publication because of fraudulent or incomplete research data.

What is disappointing is that the people thought they could get away with it, but maybe I should not be surprised. I have had one too many people admit to me that they believe perception is thought to be more important than substance.

**After eating an entire bull, a mountain lion felt so good he started roaring. He kept it up until a hunter came along and shot him.**

**The moral:  
When you're full of bull,  
keep your mouth shut.**

*Will Rogers*





641 Bowen St.  
Oshkosh, WI 54901



*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)  
Membership Officer, Doug Milius  
1305 Maricopa Dr  
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(920) 205-3349  
drmilus@sbcglobal.net

**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](http://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 2<sup>nd</sup> 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. Dues information contained within the newsletter.

Name - \_\_\_\_\_  
Street Address - \_\_\_\_\_  
Daytime Phone - \_\_\_\_\_  
E-mail Address - \_\_\_\_\_  
Active Pilot? – Yes, No. Ratings - \_\_\_\_\_  
Restoring/Building? - \_\_\_\_\_

Spouse's Name - \_\_\_\_\_  
City - \_\_\_\_\_ State - \_\_\_\_\_  
Evening Phone - \_\_\_\_\_  
EAA #, & Expiration - \_\_\_\_\_  
Aircraft Owned - \_\_\_\_\_  
What Chapter Activities Interest You? - \_\_\_\_\_