



EAA Chapter 1612 Newsletter



DAVID J. PERRY AIRPORT (1K4) GOLDSBY, OK

Volume 4 Issue 4

6 April 2022

From the Front Seat—President Eric Muehlberg

We had another great turnout for the March chapter meeting with almost 50 members and guests attending. *I want to thank Jerry Calvert again for the informative presentation on engine oil.* I also want to thank our Young Eagle pilots and ground crew who flew close to a dozen young folks after the meeting. Finally, I want to thank everyone who attended. If you have any ideas on what you'd like to see or do at a future meeting don't hesitate to contact me or one of the chapter officers. We're always looking for new ideas and presentations.

The first ever **Oklahoma EAA Chapter Leaders Boot Camp** held 19 March was a



big success. Over 38 Chapter leaders from Oklahoma, Kansas, Missouri, Arkansas and Texas attended the training session. Thanks to all the local EAA chapter members who helped put it all together and to the **EAA Chapter team (above) of Serena Kamps, Christopher Gauger, and John Egan.**



The silent action on aviation books and DVDs was also a success with more than \$100.00 raised to benefit future chapter

programs. Thanks to everyone who either donated items or purchased something. Everything helps the chapter promote aviation in the OKC area.

Don't forget about the EAA Ford Tri-Motor tour stop coming up 14-17 April at the Sundance Airport. This is an OKC Tri-Chapter hosted event and we need volunteers to help out each day. Let me know if you're interested in helping or just show up; we'll have a job for you to fill.

As many of you know my brother Tim and I are at Sun-n-Fun this week. Dennis has the meeting duties for this month's meeting. I'm sure you'll



enjoy the usual EAA chapter video and VMC questions along with the "what is it" aircraft question and a **presentation on**

using ForeFlight by our own Christy and Robert Self. The coffee and donuts (no sprinkles) will be available before and during the meeting, so come out and enjoy some aviation-related conversation and fellowship.



See you Saturday, 9 April 2022. Until then...

Tailwinds.

Eric

(and Tim)

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Meeting Location: David J. Perry Airport (1K4) Goldsby, OK

This month's meeting is at the David J. Perry Terminal building (1K4) on 9 April 2022 from 1000-1130. Chapter will supply donuts and coffee. If you have questions contact Dennis D'Angelo at 813-334-7309 or Eric Muehlberg at 405-923-6749 or smuehlberg@pldi.net.



David J. Perry Airport (1K4)

Salvay Skyhopper — A What If Drill

You can thank (blame?) Doug Franz for this “What if Drill,” as he inspired me to look into the Salvay/Stark Skyhopper aircraft. The Skyhopper design was the outcome of two North American Aviation engineers who put pen to draft paper in 1946. Their intent was to obtain a CAA (FAA)

were very close to the single-place Skyhopper I; however, the Skyhopper II cruise speed is a little slower at 115 MPH. Based on these performance



numbers, I believe the Skyhopper I and II would be great little Light Sport. With the Continental O-200 power plant, the very

capable NACA 2300 the Skyhopper I or II would provide good performance at low cost to build and own. While plans are no longer available, there is enough information available to replicate the aircraft. A quick review of the EAA Sport Aviation Archive, resulted in eight articles on the aircraft. If you are interested start with the September 1957 Sport Aviation magazine which addresses the initial design parameters and the June 1960 article which discusses the making of the first two-place Skyhopper II. Let me know your thoughts on the design.

dd

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VMC Question of the Month

The question:

You are flying to Air Park-Dallas with your buddy in an Aeronca Champ (no electrical system) which has a battery powered NAV/COM radio. You fly under the Class B airspace at 2500' MSL and are headed direct to F69 from the north. Can you legally land at F69 without having to contact Addison (ADS) tower?



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1946.”**



type certification for their aircraft, so the Skyhopper was designed with the old Civil Aviation Regulations 04 (today's FAR Part 23 guidance) stress guidelines. While certification did not happen, Skyhopper plans were made available for the budding homebuilding market in the later 1950s.

So what is the Skyhopper? It is a single-place, low-wing aircraft of conventional construction (steel, wood, and fabric covering) powered by a Continental A-65 with a wing-span of 25 feet, empty weight of 650 pounds and a gross weight of 950 pounds. The aircraft has a top speed of 130 MPH, a cruise speed of 120 MPH, and a stall speed of 42 MPH which make it Light Sport legal. In the early 1960s the designed was expanded to a side-by-side, two-place design powered by the ubiquitous Continental O-200 (100 HP) engine. Dimensions and performance

What is it?



It is a Cabin Ace SJ built by Steve McGuire and Jim Yates of Ponca City OK. This airplane is a replica of a 1929 Corben Cabin Junior Ace,” shares Steve. It was built from historical photographs and partial plans, procured from Robert Taylor at the Antique Aircraft Association. Steve and Jim largely designed the aircraft and based the

aerodynamics on that of a Baby Ace Model D. The aircraft was finished in 2013. Specifications for the aircraft are wingspan of 30 feet and a length of 19 feet 6 inches. It weighs about 825 pounds (with a gross weight of 1,320 pounds), and easily carries two adults and 23 gallons of fuel (two 11-gallon wing tanks and a 1-gallon header tank). It cruises at 95 mph and stalls about 40 mph. Steve states that it climbs 1,000 FPM (solo) at 75 mph, and flies about 70-75 mph on final. It is powered by a Continental Super 65 of approximately 80 HP while sipping 5 GPH of automotive gas.



Here is the May 2022 “What is it?”

Don't Miss These Coming Events



**5-10 Apr 22 Sun N Fun Aerospace Expo
Lakeland FL, USA**

April 16, 2022 David J. Perry Fly-In Pancake Breakfast, David Jay Perry Airport (1K4)

**14-17 Apr 22 EAA Ford Trimotor Event,
Sundance Airport OK, USA**

23 April, 2022 LBX Fly In, Angleton, TX (USA)

29 April, 2022 Fly-in Campout, Critters Lodge (TE01), Centerville, TX

More coming next month



Tool Loaner List—

Check our website for more info



Chapter Meeting Pictures



Jerry Calvert holding court on oil



Young Eagles at the meeting



Robert Self performing a YE ride



EAA Chapter Leadership Boot Camp



Eric's next airplane at SnF



Cool idea for a antique seaplane



Aerodrome Fokker D-7 replica



Curtiss P-40 Warhawk



Dang, EAA is everywhere!!



Hey, even I read the whole newsletter from SnF



Chapter 1612 Meeting Minutes February 2022

- Meeting called to order at 10:00 a.m. by President Muehlberg
- Dues discussed and collected by Chapter Treasurer Nobles
- New members and guests recognized
- Upcoming Chapter Leadership Bootcamp discussed
 - Tri-Chapter sponsored with date of 19 March 2022 is finalized
- Tri-Chapters to sponsor EAA Ford Trimotor in May 2022 timeframe. More to follow on exact date and time; expected at March 2022 meeting
- Local David J. Perry breakfast was discussed for 19 Feb 22; proceeds go to helping youth in aviation
- Member Jerry Calvert made a superb presentation on aviation oil, “Understanding Your Engine’s Oil”
- Calendar year 2022 is 30th Anniversary of EAA Young Eagles program and discussions centered on how Chapter may support
- President Muehlberg addressed VMC Question on the 60:1 Rule and the What Is It aircraft; McGuire/Yates Cabin Ace SJ
- Silent Auction was held and members bought items; proceeds to be used by chapter
- EAA Chapter Video was presented
- 4 Jun 22 is the Chickasha Air Show at the Chickasha International Airport in Chickasha OK
- President Muehlberg opened the floor to questions, and none were presented
- Meeting closed by vote at 12:00 with 45 people in attendance



Who is EAA and Chapter 1612?

We are the Experimental Aircraft Association (EAA) a growing and diverse organization of members with a wide range of aviation interests and backgrounds and a mission of growing participation in aviation to include antiques, classics, warbirds, aerobatic aircraft, ultralights, helicopters, and contemporary manufactured aircraft.

EAA and Chapter 1612 enables you to share the spirit of aviation with the most passionate community of recreational pilots, builders, and restorers. We are an association that offers the fun and camaraderie of participating in the flying, building, and restoring of recreational aircraft with the most passionate community of aviation enthusiasts. Come join us today!

President

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*Visit the chapter website
at 1612.eaachapter.org*

Chapter Leadership and Contacts

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EAA Chapter 1612 Membership Form



Date _____

EAA Member # _____

Name _____

Email _____

Address _____

Phone _____

(Annual chapter dues are \$20.00)

Optional information _____

What are your aviation interest / goals? _____

Are you a pilot? (Yes) (No) If yes, what ratings do you hold? _____

Do you hold a maintenance rating? (Yes) (No) If yes, what ratings do you hold? _____

Have you built / restored or are you building / restoring an aircraft? (Yes) (No) If yes, what type(s)? _____

Are you contemplating building or restoring an aircraft? (Yes) (No) If yes, what type(s) interest you the most? _____

Do you own or have you owned an aircraft? (Yes) (No) If yes, what type(s)? _____

What type of presentations would you like to see at future meetings? _____

Chapter mailing address is;

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Chapter Meetings are the 2nd Saturday

Chapter President - Eric Muehlberg
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