



# EAA Chapter 1612 Newsletter



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

Volume 3 Issue 5

5 May 2021

## From the Front Seat—President Eric Muehlberg

The April meeting was again attended by almost 30 members and guests. We had a presentation by Shannon Hughes on his Evans Volksplane project. Larry Hinton presented a hands-on safety wire demonstration that gave everyone an opportunity to learn how to safety turn buckles and prop bolts. The Celco contest was won by none other than Jerry Calvert. The winner had to install and remove 15 celcos in



Undisputed Celco Contest Champ  
Jerry Calvert

the shortest time. Congratulations to Jerry Calvert and the other contestants.

My brother Tim and I recently made the trip to 2021 Sun-N-Fun Expo in Lakeland, FL. It was good to be back at a large aviation event. The camping and the aircraft parking areas were as full as ever. Vendor attendance was about 75-80% from previous years and there were some empty spaces noticeable in the exhibit building. But most of all the big name avionics, aircraft and kit plane companies were present offering the usual show specials. The afternoon airshows included the usual warbirds and aerobatic acts. The Blue Angles flying their new F/A18 Super Hornets performed during the Friday through Sunday airshows and were as impressive as ever. The daily late afternoon traditional STOL takeoff and landing completion held at "Paradise City" was my favorite activity all week. The weather on site was a nice 70s and 80s all week. We were spared the rain which seemed to persist just to the north of Lakeland all week. All in all it was great event and gives every indication that the

2021 AirVenture Oshkosh will be well attended and as big as ever this July.

I also traveled up to Wayne, Nebraska this weekend to attend the Mayday STOL Drag completion. The 4-day event was the first in a series of STOL Drag events scheduled across the country this year. The weather wasn't ideal



STOL Drag—Nebraska

most of the time with high winds cancelling or postponing several events. Friday proved to be the best weather day and the STOL Drag completion went off as planned. There were plenty of opportunities to see and speak with some of the big names in STOL Drag world. Steve Henry and his 300 hp Yamaha powered Just Aircraft "Yee Haw #44" dominated the competition. Unfortunately the winds were so strong on Saturday that all the completion flying was postponed and eventually cancelled. The small town of Wayne did an excellent job of hosting the event, and the airport facilities and layout were well suited for a STOL event. I'll show a few photos and videos of the event at the May meeting.

Speaking of weather impacting events, I'm making the call to postpone our spot landing contest for this Saturday due to the forecast of high and gusty southwest winds and the main runway's orientation in relationship to the winds. We'll reschedule it for a later date this year.

This month's meeting is this Saturday, May 8th, at 11:30 am. We'll present the usual EAA Chapter Monthly Video, the VMC question, along with a couple of presentations I'm sure you'll find interesting. The big change is we're

### Inside this issue:

MEETING LOCATION	2
SOFT FIELD LANDING	2
VMC CLUB QUESTION	2
WHAT IS IT?	3
CHAPTER MARKET PLACE	3
CHAPTER PICTURES	4
CHAPTER INFORMATION	5
Chapter Application	6

going to start back with our pre-meeting lunch (11:00 am) this month. We are starting out simple and will work our way back up to speed. Hotdogs and brats will be on the menu with all the normal fixings for them. I'd ask that everyone bring a side dish or desert if possible. The chapter will also provide the drinks and tableware. So come on out, talk airplanes and aviation and have some fun. Hope to see many of you there.

Tailwinds,

*Eric*



# EAA Chapter 1612 Newsletter

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

This month we return to a more normal meeting at the David J. Perry Terminal building (1K4) on 8 May 2021 from 1130-1300. We will cook Hotdogs and Brats beginning at 1100, so we ask you bring a side dish and the chapter will provide drinks. Consider wearing a mask while inside the building...especially if you are not vaccinated. If you have questions contact Eric Muehlberg at 405-923-6749 or smuehlberg@pldi.net.



David J. J. Perry Airport (1K4)

## Soft Field Approach and Landing

With the coming of the summer flying season, we may wish to land on surfaces other than the typical airport hard surface runways, such as grass, dirt, or even gravel. These unconventional runway surfaces have



something in common: you'll employ the same type of landing for each—the soft field approach and landing.

A soft-field landing enables the wings to support the aircraft's weight for as long as possible, so as to minimize the chance of its wheels sinking (into snow, soil, or wet grass). Touch-down is as soft as possible, and that is achieved through energy management. In other words, you'll likely add or keep a bit of power in the flare to avoid touching down too firmly. Consult your airplane's pilot's operating handbook for airspeeds and flap settings. And before you land a rental aircraft on any unpaved surface, confirm that this is permissible (check insurance too).

Approach at an airspeed slower than for a landing on a hard surface. This may be the same airspeed used for a short-field landing or add 5-7 MPH--but not faster. Flaps will help you to touch down at the slowest airspeed. Hold the airplane in

ground effect for as long as possible—remember, slow-speed touchdown. Consider adding a little power during the round out and flare—200-300 rpm above idle should be sufficient. When the wheels touch down, bring power to idle. Hold back-pressure on the yoke or stick to keep nose-



wheel (if equipped) off the surface or keep a tailwheel equipped aircraft from rotating nose down. Do not use brakes until you have taxied

off the runway. You may have to add power to keep the aircraft rolling, so be prepared to add a slight amount as the aircraft slows. Keep the back pressure!

Get out and practice these procedures on a hard surface runway with your instructor next time you take a Flight Review to improve overall piloting performance. You will be glad you did.

*Jill Tallman (CFII)*

**“A SOFT-FIELD LANDING ENABLES THE WINGS TO SUPPORT THE AIRCRAFT'S WEIGHT FOR AS LONG AS POSSIBLE...”**

## VMC Question of the Month

### The question:

*You are refueling your single-engine aircraft. You run a ground wire from the pump and clip it to your exhaust pipe. Why are you doing it? Is this a correct place to connect a ground wire? Should you be doing it?*



## What is it?



It is a The Republic XF-12 Rainbow was an American four-engine, all-metal prototype reconnaissance aircraft designed by the Republic Aviation Company in the late 1940s. Like most large aircraft of the era, it used radial engines—in this case, the Pratt & Whitney R-4360 Wasp Major. The aircraft

was designed with maximum aerodynamic efficiency in mind. The XF-12 was referred to as an aircraft that was "flying on all fours" meaning 4 engines, 400 mph cruise, 4,000 mile range, at 40,000 feet. It is still the fastest piston-engined airplane of this [clarification needed] size, exceeding by some 50 mph the Boeing XB-39 of 1944. Although highly innovative, the postwar XF-12 Rainbow was made obsolete by modern jet engine technology, and did not enter production.



Here is the June 21 "What is it?"

## Chapter Market Place

### Ken Rand KR2

Eric and Tim Muehlberg have a Ken Rand KR2 project for sale and the proceeds will be donated to Chapter 1612. The plans appear to be complete, some of the wood parts have been started, and there are numerous templates that can be used to cut out the remaining parts. The fuselage, horizontal fin, and elevators are framed, so we estimate the project is about 10% complete. Additionally, there is a large cache of spruce wood that is ready to be cut to size (see pictures) If you are interested in purchasing the project, contact Eric Muehlberg, and he can arrange for a

visit to see the materials and finished parts. Eric is looking for an offer, so no fixed price has been set—remember this is for the chapter. **Eric can be reached at 405-923-6749, or by email at smuehlberg@pdi.net.**



### 1946 Ercoupe 415C N3695H

Engine is a C-85-12 with metal propeller. The aircraft has a new windshield, Cleveland brakes, King Transponder with encoder—no ADS-B. Flightline 760 radio with intercom and Garmin 496 GPS.

Total Time A/F 2126

Total Time Since Engine OH 506.7

Annual due 15 APRIL 2021

Located at 1K4 GOLDSBY. **Contact Fred Bucklin at H 405-364-6315, C 405-905-8523.**

Asking price is \$18,500



### Tool Loaner List—

Check our website at for more info





Chapter Meeting Pictures



Eric Leading the Meeting



Shannon Hughes—VP1 Presentation



Safety Wire Guru—Larry Hinton



Twister Lawson laslo



Corynn Franklin, The Race...



...is on!



The Prized Trophy



Steve Henry's STOL Drag Racer





## Who is EAA and Chapter 1612?

**W**e 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**

Eric Muehlberg  
405-923-6749  
smuehlberg@pldi.net

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*Visit the chapter website at  
[1612.eaachapter.org](http://1612.eaachapter.org)*

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## Chapter Leadership and Contacts



### **President**

Eric Muehlberg  
405-923-6749  
smuehlberg@pldi.net

### **Vice President/Newsletter**

Dennis L. D'Angelo  
813-334-7309  
EAA48@aol.com

### **Secretary/Flight Advisor**

Mitch Williams  
405-574-6842  
mitchw1962@gmail.com

### **Treasurer**

Columbus Nobles  
405-517-8202  
Cnobles@reagan.com

### **Young Eagle Coordinators**

Robert & Christy Self  
580-799-2572  
robert.self@ymail.com

### **Eagle Flight Leader**

Jim Thomas  
405-250-5397  
buster40511@gmail.com

### **Technical Counselor**

Eric Muehlberg  
405-923-6749  
smuehlberg@pldi.net

### **Website Editor**

Ms. Victory Stevens





# 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;**

EAA Chapter 1612  
954 Redbud Lane  
Newcastle, OK 73065

**Chapter Meetings are the 2<sup>nd</sup> Saturday**

**Chapter President** - Eric Muehlberg  
405-923-6749