



EAA Chapter 1612 Newsletter



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

Volume 3 Issue 2

10 February 2021

From the Front Seat—President Eric Muehlberg

Lately it seems if it's not the virus, it's the weather impacting our lives. I was hoping 2021 would be an improvement over 2020. This record-breaking arctic blast is certainly impacting everyone, aviator or not. As I write this piece of the newsletter, we are still planning to hold our February meeting this Saturday. But if conditions deteriorate as some forecasts are predicting, we may have to cancel. We'll send out an email Friday night and Saturday morning if the weather forces us to cancel, so stay tuned. Otherwise we'll be there, at least a few of us anyway.

Last month's meeting was a good one. Brian Rohr gave an excellent presentation on his one-off experimental STOL project powered by a Yamaha Apex engine. Look for photos of the project in this newsletter on page 4. We also welcomed 4 new chapter members as a result of our meeting and website. Dennis has more on our new members and their aviation interest elsewhere in the newsletter on page 2. We briefly discussed holding a spot landing contest during our May meeting and a Young Eagle Workshop in mid June. Mitch Williams led the



Mitch Williams

discussion on our monthly VMC question. Several members gave updates on their projects, both those under construction and those that have recently began phase 1 flight testing.

2020 EAA chapter leadership certificates and pins were presented to our chapter leaders in appreciation for their service to our chapter. All in all it was nice to have an all most "normal" meeting. Thank you to everyone who attended.

I recently had the pleasure of making a technical counselor visit to Olan Hodges and his new



RV-10

RV-10 project. He's just getting started on the tail group but is making good progress. We're looking forward to seeing more of his project in the future.

As many of you know we post photos of member's aircraft and projects on our website. If we don't have a photo of your aircraft or project on our website, please send one to me and we'll get it posted. You never know who might be interested in building, restoring or owning the same type of aircraft. You'll be a great resource of unbiased information about your aircraft to a fellow EAA member.

At this month's meeting we'll present the latest EAA chapter video and discuss our monthly VMC question. We'll have presentations on Flight Instructor flying tips, a few ideas on workshop organization, and helpful tools all aircraft owners and builders can put to use. Even though we aren't ready to start serving

Inside this issue:

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

lunch again, we will have coffee and donuts available. Meeting time is 11:30 at the David J. Perry Terminal building. So come out, weather permitting, and enjoy some time with your fellow chapter members and talk about all things aviation. Again, I would ask for those attending to wear a mask while inside the building.

Hope to see many of you at this Saturday's meeting. Until then, stay safe and healthy.

Eric

EAA Chapter 1612 Newsletter

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

This month's meeting will be the new normal meeting at the David J. Perry Terminal building (1K4) on 13 February 2021 from 1130-1300. I would ask those attending to wear a mask while inside the building. We will have donuts and coffee. If you have questions contact Eric Muehlberg at 405-923-6749 or smuehlberg@pldi.net.



David J. J. Perry Airport (1K4)

A Short Article on Short Field Landings

“...A STABILIZED APPROACH IS ESSENTIAL....”

The first step in a good short field procedure is doing your preflight planning—be sure to research your destination airport regarding runway lengths, obstacles, and airport layout. Compare the airport information to the performance capabilities of both the airplane and the pilot.

In a modern Pilot's Operating Handbook (POH), aircraft performance information is found in chapter five. You should use the procedure for landing in a short field or for landing over obstacles, as recommended in the POH.

This generally involves using full flaps, and starting the final approach from an altitude of at least 500' higher than the touchdown area. You can also fly a slightly wider than normal pattern to give you more time to get the airplane configured and trimmed properly, which is critical on a short field approach.

If your POH doesn't recommend a specific approach speed, a speed of not more than 1.3 times V_{SO} (stall speed with landing configuration) should be used. For example, in your airplane stalls at 50 knots, then the approach should not be flown any higher than 65 knots. Excess airspeed may cause excessive float and an overshoot of a short runway.

A coordinated combination of pitch and power adjustments is required to maintain glide path and airspeed,

but a stabilized approach is essential. When done properly, very little change of pitch and power is required.

If airspeed decreases below the target airspeed, initiate a go-around before the angle of attack becomes too great—in that condition, even full power may not allow a climb.

After touchdown, be certain the throttle is closed, retract flaps as soon as practical if recommended by the manufacturer, and use appropriate braking.

Bob Nardiello

Welcome!!

Please welcome new members

Austin Wallace—Commercial/Instrument/CFI. Owns Kitfox2

Lucky Wallace—ATP/AEL/ASEL. Owns Mooney M20F and Kitfox2

Brian Stenseth—student pilot/Flight Engineer Turboprop/A&P—Building Excalibur EAB

Jim Hangar—Private Pilot/A&P IA. Owns 1939 Aeronca Chief and building a Legal Eagle.

Great to have you on board..
Thanks you for joining EAA Chapter 1612!

VMC Question of the Month

The question:

You are about to take off in a Piper Super Cub on runway 18/36, which is 10,000' long with no obstacles or wind shadows of any kind. There is no Unicom and no traffic. The wind is from 270 @ the max velocity you might safely attempt takeoff. Would you use runway 18 or 36, or is there no difference? Why?

Is there any difference if you are in a Cessna 172 or a SubSonex jet?



What is it?



It is a Team Minimax ultralight aircraft.

The Team Mini-MAX is a large family of single-seat, mid-wing, strut-braced, single engine aircraft, developed by Wayne Ison and available in kit form for amateur construction. The first Mini-MAX had its first flight in

1984. Its name indicates its original design goals: a minimum-cost aircraft that requires a minimum of building space, time and skill, but which provides a maximum of enjoyment and performance.



Here is the March 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 Awards 2020 and Brian Rohr's Presentation



Mitch Williams-Secretary/Flight Advisor



Young Eagle Director Christy Self—pre-COVID



Brian Rohr's Presentation



Brian Rohr's STOL-tabria Tail Work



Brian Rohr's STOL-tabria Tail Work Complete



Brian Rohr's Homemade Headers—Wpw



Brian's Superb Carbon Fiber Work



How Brian's plane looked—Husky Chaser



Brian's Next Accomplishment





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

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

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

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 2nd Saturday

Chapter President - Eric Muehlberg
405-923-6749