



EAA Chapter 1612 Newsletter

June 2020



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

Volume 2 Issue 6

9 June, 2020

From the Front Seat—President Eric Muehlberg

I hope this newsletter once again finds you in good health. We are now a few months into this pandemic and things are certainly not back to normal, but improving somewhat. I realize that some see our current situation as an inconvenience and others as a serious threat to their health. Fortunately, Oklahoma has fared pretty well to date with regard to the virus. We are going to try and restart chapter activities and see how it goes. ***This month's meeting will be a bit different—a ramp gathering (a social fly-in) at David J. Perry (1K4) on 13 June.*** It won't be a normal meeting with food, drinks, and videos; just an opportunity for everyone who flies or drives in to be around airplanes, watch them fly and interact with others of similar interest. Due to the early arrival of summer we're going to adjust the meeting time to 8:30-10:30a.m. as we normally do for the July and August meetings. The basic framework for our first reopening gathering include:

- If you are sick, please stay home! Yes, even if you believe you "just have allergies."
- Your participation in our events and activities are your choice and not mandatory.
- For maximum ventilation, all chapter-related activities/events will occur out doors or in a large hangar with the hangar door open.
- The use of indoor meeting space for chapter activities is (temporarily) prohibited.
- Food preparation should be avoided and food handling should be minimized.
- Feel free to bring your own chair if you are not comfortable sitting in an unknown chair. Likewise, please respect other peoples' chairs and do not sit in them.
- Masks are not required, but recommended—you have a choice.

On other news this month, ***Chickasha will be holding the 2020 Wings & Wheels Fly-In & Car Show***, which will be held at the Chickasha

Municipal Airport on Saturday, June 20. For the second year in a row, the Father's Day Weekend event will feature a B-25 Bomber, the B-25 Devil Dog, a World War II Marine Corps warbird, along with other Commemorative Air Force planes from Texas and Kansas. The popular RC Jets will return this year, providing guests with a thrilling performance. Other event activities include free Young Eagles flights for children 8-17, a car show, food trucks and the opportunity to purchase rides on vintage aircraft. New for this year, they are offering aircraft camping on Friday night. You are invited to camp under the wing of your aircraft and watch the movie *Always Under the Stars*. Light refreshments will be provided. On Saturday, registration will begin at 8:30 a.m. and the event activities will officially begin at 10 a.m. All pilots and car show entrants are asked to arrive for registration by 9:30 a.m. Awards will be held at approximately 12:30 p.m. with the Young Eagles flights scheduled to start at 1 p.m.

As with last month, I'll send out a separate e-mail with the June EAA Chapter video for those who would like to view it. As you know from last month, EAA is changing up its monthly video magazine's format. This month, Charlie Becker discusses the Air Venture 2020 cancellation, EAA Spirit of Aviation Week, chapter insurance for events, food safety during events, and flying clubs. The e-mail will provide you with a direct link to download.



Victoria Stevens, a Sundance Flight Academy Scholarship recipient, is on the verge of her solo flight. Depending on weather and aircraft

availability, the solo flight could happen in the next few days. Your first solo flight is always one that you remember to rest of your life.

Inside this issue:

YES MEETING THIS MONTH	2
WINDSOCKS	2
VMC CLUB QUESTION	2
WHAT IS IT?	3
AERONCA TC-65	3
CHAPTER PICTURES	4
WINGS AND WHEELS	5
CHAPTER INFORMATION	6
MEMBERSHIP FORM	7

We're looking forward to her full report on the flight soon. Nick Rutledge, also a scholarship recipient, is building flight hours and hopes to solo before the end of summer.

I know there are numerous aircraft projects and restorations currently underway and hopefully a lot of progress is being made. We'd enjoy hearing about your project in the next newsletter. Please consider sending Dennis a short update and a few photos for next month's newsletter. Photos of my Colt project (N4715Z) fuselage recovering progress are elsewhere in the newsletter.

Hope to see many of you again this Saturday, 13 June at David J. Perry airport.

Tailwinds,

Eric

EAA Chapter 1612 Newsletter

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

THERE IS A MEETING THIS MONTH! This month's meeting will be a **ramp gathering (social fly-in) at David J. Perry (1K4) on 13 June 0830-1030**. There **will not be** any food, drinks, or videos, just an opportunity for everyone who attends to be around airplanes and interact with others of similar interest. If you have any questions, don't hesitate to contact Eric Muehlberg at 405-923-6749.



David J. Perry Airport (1K4)

Windsocks—what do they tell us? Holland Aviation

**"IF A STRIPE IS
EXTENDED BY THE
WIND, YOU CAN
USE IT TO READ
THE CURRENT
WINDSPEED."**

What is a windsock?

A windsock, as we know it today, is a conically shaped tube made of woven textile which is used to measure both wind direction and speed.

How is a windsock mounted?

They are mounted on a special installation. These usually consist of a metal mast made of aluminum or galvanized steel. The mast is placed on a metal foundation so that it can withstand high wind speeds. A metal basket (or so called swivel frame) is placed on top of the mast, which can rotate 180 degrees horizontally. The windsock is attached to this, so that it can move freely depending on where the wind comes from.

Depending on the application, an installation can be simple or expanded. For example, lighting can be placed on the installation if it's supposed to be visible at night.

What does the color of a windsock mean?

The red/white striped is the most famous version that you'll often see alongside of the road. Yet many different colors are used internationally, such as orange (striped), green, blue and completely orange. In general, the colors are chosen in such a way that the entire installation is clearly visible in contrast with the background. Almost no blue windbags are used in the maritime world. But at airports where there's a lot of grass around the runway, green windsocks will hardly ever be used.

Are windsocks calibrated?

Brand new windsocks are produced according to the guidelines of

the ICAO. This means that all current models are calibrated to be fully inflated at wind speeds of 15 knots or more.

What are the windsock speed charts?

The stripes on a windsock are not only chosen to be visible from a great distance. If a stripe is extended by the wind, you can use it to read the current windspeed.

3 knots
6 knots
9 knots
12 knots
15 knots or more



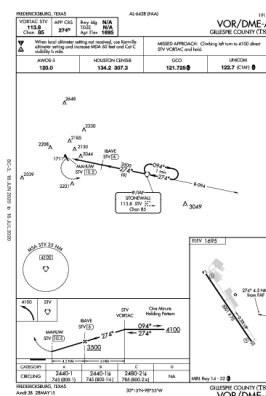
Now you know.

HA

VMC Question of the Month

The question:

The page below lists under communication: "HOUSTON CENTER APP/DEP CON 134.2, GCO 121.725 (HOUSTON ARTCC – 6 CLICKS; FSS – 4 CLICKS); CLEARANCE DELIVERY PHONE: For CD if una via GCO ctc Houston ARTCC at 281-230-5622."



What is it?



It's a SNECMA C-45 Beetle. During the 1950s there were many attempts to design aircraft that could fly conventionally after a vertical take-off and then land vertically. As the thrust-to-weight ratio of turbojet engines increased sufficiently for a single engine be

able to lift an aircraft, designers began to investigate ways of maintaining stability. Beginning in 1956, the French engine manufacturer SNECMA built a series of wingless test rigs called the Atar Volant, as precursors to a winged aircraft. Only the first of these was unpowered and the second flew freely, both stabilized by gas jets on outrigger pipes. The third had a tilting seat to allow the pilot to sit upright when the fuselage was level and had the lateral air intakes planned for the free flying aircraft, though it always operated attached to a movable cradle.



Here is the July "What is it?"

Adventure: KIPT to KSTS in an Aeronca TC-65

Have you dreamed of flying over 2100 miles across the USA? Well two East Coast intrepid aviators are making a flight from Williamsport PA to the Charles Schultz airport in Santa Rosa CA in a 1939 Aeronca TC-65. The couple is Brandon and his friend, London, both young enough to cram into the small Aeronca for this very lengthy flight. I met them on Saturday 6 Jun 2020 at the David J. Perry Airport outside of Gouldsby. They had stopped in OKC to visit London's mother who live outside of Gouldsby and to celebrate Brandon's 28th birthday—told you they were young. Brandon is a professional banner tow pilot who is logging air time for that illusive airline job. He was ferrying

the TC-65 for a good friend who lives in California and who is a fan of old Aeroncas—aren't we all? Having flown light airplanes and sailplanes in TX, NM, AZ, and CA, I passed on some past knowledge and advised them the terrain and pressure altitude would be rising as they moved further West. Regardless of the future conditions, London was excited about the adventure. She is a young film producer and was recording the journey for her YouTube channel—doesn't everyone have a channel these days? I exchanged a quart of 100AD oil for a cameo role in the aerial adventure movie—I am certain my piece will end up on the editing room floor. After an hour of chatting, I propped the A-65 to life and off they went with me in formation for the first few miles.

So where are they now? They are sitting out the winds in Amarillo, TX waiting to head south to El Paso and then across NM, AZ and into CA. They are doing well, but moving slowly as they can only fly during the cool periods of early morning and the evening hours.

Regardless of how the trip safely ends, I envy

their tenacity and adventurism. Of course the Page Pirates have made quite a few trips to Alaska, but none that I know of solo like these two. Ah, to be young again. Hey anybody want to fly to Flag Staff next week with me in the Champ?

dd



Tool Loaner List—

Check our website at for more info



Volume 2 Issue 6

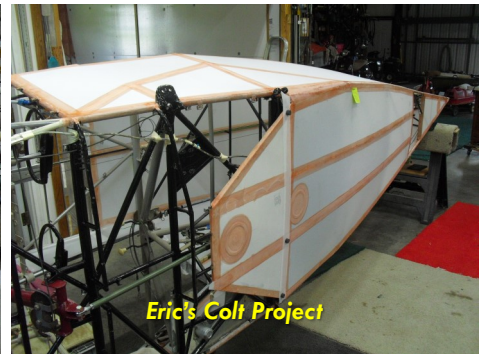
EAA 1612 Chapter Pictures



Victoria On Final to Solo



Eric's Colt Project



Eric's Colt Project



Eric's Colt Fuselage Interior



Eric's Colt Project Fuselage



Eric's Colt Fuselage Taped



Pennsylvania to California in a

1939 Aeronca TC-65



–2020–

Wings & Wheels Fly-In & Car Show

Saturday, June 20

Featuring the B-25 Devil Dog



CLASSIC CARS • CHILDREN'S ACTIVITIES • FOOD TRUCKS • RC JETS

Activities start at 10 a.m.

Chickasha Municipal Airport • 2344 Beechcraft Rd.

Learn more at chickasha.org/wings



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
EAA49@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

Herb Driskill
405-834-212
hdriskill@aol.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