



# EAA Chapter 1612 Newsletter



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

Volume 5 Issue 2

8 February 2023

## From the Front Seat—President Eric Muehlberg

As I write this piece, it's February 3rd and I've just come back from a very pleasant flight in my Piper Colt. The winds were light and right down the runway. With a temperature near 50 climb performance was great and it seemed like I could see out a hundred miles. Hard to believe it's already February and the days are noticeably growing longer and a bit warmer. On the near horizon is the Annual Sun-n-Fun Fly-In. It is less than 60 days away and fly-ins and aviation events to follow. With Covid on the decline and fuel prices coming back down, I think 2023 is going to be a great year for sport aviation.

This week we received part of our EAA "Build and Fly R/C kit" package. The Sig LT-40 kit arrived undamaged and in great

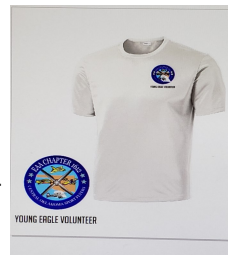


shape with most of what's required to build the airframe. We are still waiting on the covering materials, electric motor, batteries, radio, indoor R/C flyer and flight simulator to arrive. I'll have the kit at the meeting for everyone to give it a look over. This is a large model airplane with a 70-inch wingspan and 900 square inches of wing area. Once everything arrives this will be a great project to expand our youth aviation outreach program beyond the Young Eagle flights.

We had 40+ members and guests turn out for the January meeting. Thanks to everyone for coming out. Robert and Christy even gave a Young Eagle flight after the meeting. Thank you to all who paid their 2023 chapter membership dues. If you have not had the chance to pay your dues, we will gladly accept them at this month's meeting or you may

mail them to Columbus Nobles, our treasurer. Either way would be greatly appreciated.

The new Chapter 1612 T-shirts displaying our chapter logo are now available. I'll have order forms available at the February meeting for those interested. The shirts are available in your choice of size and color.



These shirts are custom made by our vendor for each individual. They feature a small chapter logo on the front left with your choice of one line of text under the logo, and the back side has a larger chapter logo. Since each shirt is custom made, payment must accompany your order. Cost is \$20.00 per shirt. It has been a long time coming, but we're finally there.

Our next regular chapter meeting will be on 11 February at 10:00 am at the David J. Perry Airport (1K4) terminal building. We'll have the usual VMC question and discussion, the "what is it" challenge, this month's EAA Chapter Video, and a presentation or two that I'm sure you'll find interesting. Dennis will make sure there's hot coffee and donuts on hand. So come out and enjoy a bit of aviation centered conversation with friends new and old. Hope to see many of you this Saturday.



Tailwinds,

*Eric*

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# EAA Chapter 1612 Newsletter

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

This month's meeting is at the David J. Perry Terminal building (1K4) on 11 February 2023 from 1000-1130. Chapter will supply donuts and coffee. If you have questions contact Eric Muehlberg at 405-923-6749 or smuehlberg@pldi.net.



David J. Perry Airport (1K4)

## What If Drill...Wood Aircraft Take II

OK, the wood aircraft drill last month got me questioning could a person design and build a wood version of the RV-3 aircraft? I would say—"you bet."

Here's how I would design and build the aircraft.



First, I would start with a simple fuselage structure based on the Fly Baby by Peter Bowers and then add on the curves. This is very similar to what designer VanGrunsvan did. The RV-series aircraft are rather linear shaped with rounded edges (cowling and turtleback) added. The RV-3 turtleback is about the same size as the Fly Baby, and VanGrunsvan used a bubble canopy on the RV-3. I would use the fuselage dimensions of the RV vice the Fly Baby to ensure comparable RV-3 flight characteristics.

Similarly, I would base the empennage dimensions on the RV-3; however, construction techniques would replicate the all-wood Australian Corby Starlet CJ-1 which is a cantilever design.



Of course if structural requirements drove the use of flying wires to brace the tail,

I don't see a great loss in speed. Next, would be the wing structure and again I would copy the work done by VanGrunsvan. I would keep the venerable NACA 23012 airfoil on the

RV-3 (Starlet used the slower NACA 43012). The wing would be constructed similarly to the Corby or the Sequoia Falco which was a cantilever design with wood covering. I would outsource design of the wood spart to a structural engineer just to be safe; however, there is nothing the amateur could not build.



For power I would use either the Lycoming O-235 (because I have one) or O-320. Engine mount and landing gear can

follow what was used on the RV-3—bet you could find these parts on Barnstormer or eBay. Of course, the "Wooden Three" would be your (or my) own design with no reference to VanGrunsvan—or liability.

This is just a "what if drill" in the use of alternative material and skills to construct an aircraft of your own. Let me know what you think at the next meeting. Until then...

...keep 'em flying.

dd

## VMC Question of the Month

### The question:

You are departing Wiley Post Airport (PWA is in Class D airspace and tower controlled) on a VFR flight. The weather at PWA is 1200 overcast and 1-mile visibility. You are not an instrument-rated pilot. You are headed west and a PIREP confirms the weather 7 miles to the west is 2000 overcast and 3 miles visibility. Can you legally depart PWA and if so how?



“...COULD A PERSON DESIGN AND BUILD A WOOD VERSION OF THE RV3 AIRCRAFT?”

## What is it?



It is a Luscombe Model 11 Sedan. In 1946 Luscombe introduced the four-place model 11, designed to specifications produced by the Flying Farmers of America. This was designed as a combined family/business aircraft, capable of carrying four people. With the back seat removed, up to six milk

cans could be carried. Eventually, the Flying Farmer market proved to be a myth, so the Model 11 Sedan was finished with a more upmarket interior to appeal to the businessman. Certification was accomplished in May 1948. 38 examples remained on the U.S. civil aircraft register in August 2010. The model 11A was reworked into the model 11E by engineers at the Luscombe Aircraft Corporation (later renamed to Quartz Mountain Aerospace (Altus OK) after learning that the Don Luscombe Aviation History Foundation had trademarked the Luscombe name). You all got it—way to easy this time. :(

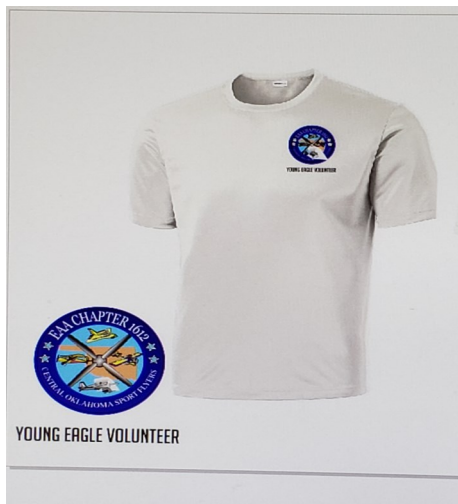


Here is the March 2023 "What is it?"

## Chapter 1612 Merchandise

Chapter 1612 T-shirts are now available in your choice of color and size. T-Shirt will have the small Chapter 1612 logo on the front left and you may add one line of text under the logo. The back of the shirt will have a large chapter logo. Order forms will be available at the next meeting. Price is \$20.00.

dd

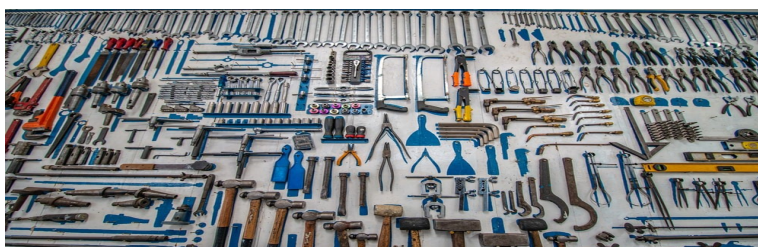


Chapter logo available full-size on shirt back



## Tool Crib

Visit the chapter 1612 website (<https://chapters.eaa.org/ea1612>) to see the current list of tools in our Tool Crib and checkout policy.





## Don't Miss These Coming Events



**18 Feb 23**—Aviation Booster Club Fly or Drive In 0800-1100 David J. Perry Airport (1K4)

**2 Mar 23**—Oklahoma Pilot's Association Monthly meeting. C.E. Page Building at Wiley Post Airport (KWPA) 1830-2100

**4 Mar 23**—Ponca City Aviation Foundation December Fly-in/Drive-in Breakfast 0800-1000 Ponca City Regional Airport (KPNC)

**4 Mar 23**—Oklahoma Antique Aircraft Assoc. Lunch meeting. 1100-1300 Pauls Valley Airport (KPJV)



## Other Stuff For Sale

**Corben Baby Ace and Baby Ace Model D plan sets.** Plans were donated to the chapter, and funds raised by from their sale will go to support chapter programs. The plans will be available for inspection at the July meeting. Price for either set is \$75.00.



## Aluminum Overcast is on the move!



**N**o, that's not a big, white buffalo statue on a trailer – it's the fuselage of B-17 Aluminum Overcast, which this week began its journey home to Oshkosh as the dismantled aircraft was loaded on a series of trailers in Punta Gorda, Florida, for the haul northward. The wings were sent on their way first, with the wrapped fuselage (pictured) heading out the gate afterward. The two trailers had reached Chattanooga, Tennessee, as of Wednesday. The final trucks hauling the remaining aircraft parts are scheduled to depart Florida soon as well. Jeff

Toline notes that the routes and schedule for the delivery are dependent on a series of local and state trucking laws and ordinances, especially those limiting oversized loads during peak traffic hours. The plan is to have the main trucks drive through Tennessee and Kentucky this weekend before proceeding to Illinois. We look forward to the arrival of the aircraft at the Weeks Hangar in the next seven to 10 days, allowing B-17 repairs to continue in Oshkosh. The goal is to have the aircraft flying again in 2024.

## Chapter Pictures



**Cristy Self YE Coord**



**Robert Self YE Coord**



**Jerry Calvert YE**



**Mitch Williams VMC**



**Lee Holmes YE**



**Columbus Nobles Treas.**



**Tim Muehlberg MVP**



**Jim Thomas Eagle Flt**



**Nick Rutledge Website**



**Eric Muehlberg Pres.**



**Dennis D'Angelo VP**



**Eric Muehlberg Tech.**



Check the chapter website for more pictures and information @

[1612.eaachapter.org](http://1612.eaachapter.org)

## Chapter 1612 Meeting Minutes 14 January 2023

- 1000 meeting called to order by President Eric Muehlberg
- Attendance: 41 people total — members and guests
- VMC question—airspace discussion and cloud clearance
- “What is it?” aircraft discussion by VP D’Angelo—Skliar Explore glider
- Chapter logo history discussion
- EAA Chapter Video presentation
- Chapter 1612 Awards
- President and VP D’Angelo made a presentation on the use of wood in aircraft and building an airplane made of wood.
- Meeting ended by President Muehlberg at 1145







## 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@pdi.net

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

## Chapter Leadership and Contacts

### **President**

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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;**

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