



EAA®

THE SPIRIT OF AVIATION

Chapter 1612

September 2024

Newsletter

Volume 6 - Issue 9



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EAA Chapter 1612 Newsletter



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

From the Front Seat—President Eric Muehlberg

Over the last couple of months working on my projects out in the hangar has been tough. Maybe I'm just getting old but things have improved immensely since the weather finally cooled off. Those 100 plus degree days were really impacting my productivity. I'm sure there are plenty of you who felt the same way. Even with all the heat I was finally able to finish up the re-engine project on my Fisher Avenger single place. It's been over a decade since it last flew. It got to where I just didn't trust the original engine after seventy hours of flight time. So I pulled the engine and wings and started looking for a replacement engine. The new engine had to meet a few criteria, first it had to have a generator/alternator to power a starter and a few avionics. Next it had to have more horsepower than the previous engine and the whole firewall forward package had to weigh in at less than 135 pounds. Also it had to be a four stroke engine and be at a price point I was willing to pay. There were engines out there that would have fit the bill, but they cost twice the value of the aircraft. So I waited and waited for the right engine and deal to come along. In the mean time I built a few airplanes and flew the Colt and Panther. Finally this spring an acceptable deal came along on a complete firewall package that met all my criteria. It took about three months of off and on work but it was finally finished at the end of August. A couple of weeks later the FSDO folks came out on 5 September and signed it off. I am now a proud recipient of a new airworthiness certificate and about to reenter Phase 1 flight testing with the new engine. You may ask why I needed the aircraft re-inspected. Changing the type of engine on your experimental aircraft is considered a

major modification and requires a new inspection and airworthiness certificate. So if you are considering making a major change to your flying experimental aircraft be aware that it will require another inspection and reentering Phase 1 testing. Even a change in the propeller could be considered a major modification. It is always best to run your plans by the folks at the FSDO before you start purchasing parts and disassembling your aircraft. Now I'm just waiting for that perfect day to take the Avenger flying again.

Last month we held our annual after AirVenture swag drawing. There were hats, T-shirts, pens, cups, posters, coins, you name it. It was all good stuff with everyone leaving the meeting with something, and few folks even left with several items. I believe a good time was had by all so we're already planning next year's swag drawing following AirVenture 2025.

Again, if you haven't made it out to the 1612 Chapter breakfast come out and participate in all the fun and conversation

prior to the meeting. All money raised from the breakfast goes toward youth aviation scholarships. This month's breakfast will start at 0800 and concludes at 0945 allowing us time to reconfigure the room for our regular monthly chapter meeting which begins at 1000. If you would like to volunteer at the breakfast the show time is 0700.

Our next regular chapter meeting will be on Saturday 14 September at 10:00 am at the David J. Perry Airport (1K4) terminal building. We'll have the usual chapter video, the VMC question and discussion, the "what is it" challenge, an update from our Ray Scholar and a presentation or two that I'm sure you'll find interesting. Again, come out early and enjoy a great breakfast prior to the meeting and meet some new friends. Hope to see many of you this Saturday.

Tailwinds,

Eric Muehlberg



Meeting Location

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

This month's meeting is at the David J. Perry Terminal building (1K4) on 14 September 2024 from 1000-1130. The Chapter will host our fundraiser breakfast before starting at 0800. If you have questions contact Eric Muehlberg at 405-923-6749 or smuehlberg@pldi.net.

What If Drill - The Flitzer Biplane

Here is another one for Eric and the biplane lovers in the chapter; it is the Flitzer biplane designed by Lynn Williams of the UK. The biplane is akin to the Bi-Fly Baby biplane of Peter Bowers fame; however, the aircraft is more diminutive in scale and powered by the ubiquitous Volkswagen or the Rotec/Verner radial engines. Wingspan is 18 feet with a length of 14' 9". Cruise speed behind 60 hp VW is 85 mph and 95 mph as the top speed. The aircraft stalls at a Champ-like 42 mph. Climb is Due to the tall landing gear and thin bicycle tires, the aircraft can be a little sporty on a hard surface runway. Construction is all wood with very few metal parts and hardly any welding required. Strength has been factored into the design to meet the UK's Popular Flying Association certification standards, so it is a stout airplane. It is very much like a large model airplane and those who have considered a Fly Baby or Pietyol might wish to consider the Flitzer. So, what are the drawbacks to the Flitzer? First, the builder support mechanisms are in the UK adding to the complexity to obtain builder assistance. Next, is the fact the airplane is an open cockpit biplane with little ability to install a canopy—if you did you would ruin the 1920s look—possibly limiting flying opportunities to warmer weather. Then there is the visibility constraint of a biplane and forward visibility is very limited in the Flitzer. Finally, there is the fact you would be flying behind an uncertified VW engine. Those facts taken into consideration; I believe the Flitzer would be a fun sport aerobatic aircraft. You could easily perform simple aerobatics (loops, aileron rolls, barrel rolls, and hammerhead turns) on 3.5-4.0 gallons of unleaded automotive fuel. I you would be the center of attention at nearly every airport you land at. If you are interested, visit the Flitzer website at flitzerbiplane.com for more information.

What do you think of the Flitzer? Drop me a text (813-334-7309) or talk with Eric at the next meeting. Until then...keep 'em flying.

Dennis D'Angela



VMC Scenario of the Month

You are flying your American Champion Scout into the Enid-Woodring airport (KWDG) Enid OK and landing on runway 17. The tower calls your base leg and the fact you are number two behind a landing T-38. Should you be concerned about wake turbulence and, if so, what steps can you take to avoid it? What steps on takeoff would you take to avoid wake turbulence from a departing Boeing 737-400?



What is it?

August 2024 Aircraft

The CR-3 was ordered by air racer Johnny Livingston in response to the performance he saw when competing against the Cessna CR-2 in the 1932 National Air Races. The CR-3 was a shoulder-wing taildragger racer with manual retractable landing gear and tail skid powered by a Warner Super Scarab 145 hp radial engine. En route to an airshow in August 1933, the CR-3 experienced a failure of both the tail skid and a landing gear weld that would not allow the gear to lock. Livingston bailed out over Columbus, Ohio (I will try to find the bailout site) and the CR-3 was destroyed in the ensuing crash. Prior to the crash the aircraft won every event it was entered.

General characteristics

- Length: 17 ft (5.2 m)
- Wingspan: 18 ft 5 in (5.61 m)
- Height: 4 ft 6 in (1.37 m)
- Empty weight: 750 lb (340 kg)
- Powerplant: 1 × Warner Super Scarab Radial, 145 hp (108 kW)

Performance

- Maximum speed: 222 kn (255 mph, 410 km/h) demonstrated
- Stall speed: 56 kn (65 mph, 105 km/h)



Chapter Merch

Chapter 1612 T-shirts are now available in your choice of color and size. You can see an example in yellow. Price is \$20.00. We now also have chapter patches. Price is \$7.00 You can purchase either of these at your next chapter meeting.



Tool Crib

Visit the Chapter 1612 website (chapters.eaa.org/eaal612) to see the current list of tools in our tool crib and checkout policy



SCAN ME

Chapter Socks Coming Soon. We will be selling socks with the Chapter 1612 logo on them in the near future. The price will be reasonable. Be the first with your Chapter 1612 socks.

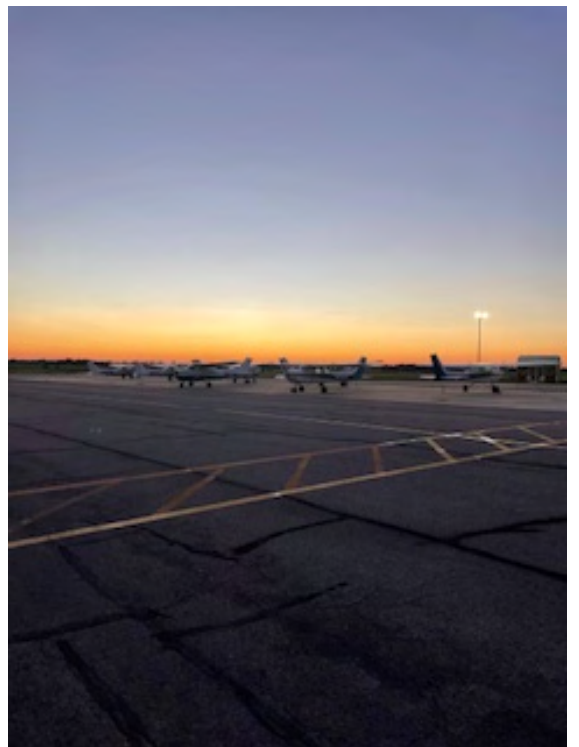


RAY AVIATION SCHOLARSHIP



Hello Everyone!

I'm so excited to share some exciting updates with you this month! As many of you know I have recently started school at Southeastern Oklahoma State University. The transition to college life has been challenging but nonetheless exciting! I'm taking in every moment of it! Classes have been going great and flying has been going even better! As you guys may know, before I transitioned to Southeastern I was flying Piper Cherokee's. Now, I am flying the Cessna 150's. Just after 3 flights in the 150 my Flight Instructor signed me off for my solo endorsement in the 150! Right now, I am focusing on logging the rest of my solo time and studying hard for the checkride. My next big milestone is completing my 150 NM XC (9/13, weather permitting). I'll be sure to share all of these details with you at this month's chapter meeting! I'm also excited to announce that I made the Southeastern Flight Team!! I was selected for the E6B competition, as well as the Message Drop Competition! If anyone has any tips or advice for checkride, I'm all ears! As the Checkride grows closer, any insight would be greatly appreciated to make sure I'm fully prepared! Thanks for all the continued support and encouragement!



Coming Events

September

14 Sep 2024 - EAA 1612 Pancake Breakfast - 8-9:45AM (1K4)

28 Sep 2024 - Max Westheimer Aviation Festival - 9AM (KOUN)

October

12-13 Oct 2024 - Cushing Fly-in Fair (KCUH)

12 Oct 2024 - EAA 1612 Pancake Breakfast - 8-9:45AM (1K4)

November

9 Nov 2024 - EAA 1612 Pancake Breakfast - 8-9:45AM (1K4)



Webinars

EAA Webinars

These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions and be polled for their opinion.

System Requirements for Attendees

You can easily attend a session from anywhere, anytime, using a compatible computer or mobile device! To get the most out of GoToWebinar, you can download and install the full-feature desktop software on your Windows and Mac computer.

See Download GoToWebinar for your download options. You can also check your system's compatibility automatically.

Some EAA Webinars qualify for credit in the FAA's WINGS or AMT awards program. Visit www.faasafety.gov for details.

FAASTeam Webinars

The FAASTeam sponsors thousands of aviation safety seminars and webinars throughout the country each year. These interesting and informative seminars and webinars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations.

You can find these webinars at <https://www.faasafety.gov/spans/events/eventlist.aspx>

Visit rb.gy/352l9
or scan the QR code below
for a list of available webinars



Chapter Pictures

More Meeting Pictures & Build Updates



Check the chapter website for more pictures and information

1612.eeachapter.org



AIRCRAFT



Aircraft: 1978 PA38-112 PIPER TOMAHAWK

Engine: Lycoming O-235-L2C

Seats: 2

\$34,900



- Stored in hangar
- Fresh Annual
- Lycoming O-235-L2C
 - TSMOH 2310(2400 TBO)
 - 7262 TTSN
- Skytec Starter
- SureFly electronic ignition
- Engine heater
- GT50 clock G meter
- AGM-battery

Contact Michael McCurdy
(405-202-9941)

Chapter 1612

Meeting Minutes

13 July 2024



- 1012 Meeting called to order by President Eric Muehlberg
- Attendance: 38 members
- Robert & Christy Self awarded 2023 Chapter Service Awards
- Nicholas Rutledge awarded 2023 Chapter Service Award
- Victoria's Oshkosh flying adventure discussed
- Review Jim's most recent flying adventures
- Jayden awarded Lightspeed headsets from Ray Scholarship
- Reviewed newsletter content
- New Gold Chapter Banner hung on wall
- Oshkosh swag raffled off
- 1125 Meeting adjourned



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 use today!

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Visit the chapter website at
1612.eaachapter.org

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EAA CHAPTER 1612 MEMBERSHIP FORM



Name: _____

Phone: _____

EAA Member#: _____

E-mail: _____

Address: _____

Date: _____

What are your aviation interests / goals?

Are you a pilot? If so, what rating do you hold?

Do you hold a maintenance rating? If so, what rating do you hold? _____

Have you built / restored or are you building / restoring an aircraft? If yes, what type(s)? _____

Are you contemplating building or restoring an aircraft? If yes, what type(s) interest you the most? _____

Do you own or have you owned an aircraft? If yes, what type(s)? _____

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

Chapter Meetings are the 2nd Saturday
Chapter dues are \$20

Chapter mailing address is:
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