



EAA Chapter 1612 Newsletter

May 2020



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

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From the Front Seat—President Eric Muehlberg

I hope this newsletter finds everyone in good health. On 1 May we found out that Oshkosh 2020 was cancelled with all that implies. The decision impacts each of us differently. For me it is a 2-week hole out of my summer and a missed opportunity to reconnect with so many of my aviation friends from around the country and beyond. It's been over 25 years since I've missed my annual July trip to Wisconsin. I'm sure most of you have your own feelings and stories. Those who have never attended the big fly-in will find it difficult to understand the impact on sport aviation and the 500,000 plus folks who attend each year. The Wisconsin economy will definitely feel the impact as well as EAA's budget. I'd be interested to learn what everyone is now planning to do the last week of July 2020.

I know everyone feels differently about the virus and the social distancing guidance. This Saturday, 9 May, is our regular chapter gathering. I received an email from the Goldsby Airport Manager today. The airport terminal building will remain closed until 1 June. Therefore our meeting space is closed down until June. So our meeting is cancelled for this Saturday. As of now we are planning to hold the June meeting on Saturday the 13th as usual.

On a different note, I saw another great video. It was done over 10 months ago but just caught it this week. This one's called "Shoulda been a Fly'in Cowboy" by Brody Fry. It's a well done parody of Toby Keith's "Shoulda been a cowboy". The link is <https://www.youtube.com/watch?v=N-L1IDNx0Rs>. We'll also put a link to it on our website.

The EAA Chapter Survey was released just a couple of days ago. Our chapter rates high in member satisfaction compared to the average. Obviously, there are things we can improve and we're working to accomplish them. You'll find the information on the survey in this newsletter.

I'll send out a separate email with the May EAA

Chapter video for those who would like to view it. EAA is changing up its monthly video magazine's format. This month Charlie Becker discusses stay-at-home orders, virtual chapter meetings, the new Chapter Video Magazine library approach, what's next after we get back to normal, and chapter websites. The email will provide you with a direct link to download and an explanation of how the video magazine is changing.

Ron Elrod, a new chapter member, is looking to purchase a light sport or an ultra light. If anyone has a good lead please let him know. Email me and I'll forward his information.

For those of you with access to an airplane, I hope you've had the opportunity to practice "social distancing" from 3,500 feet or higher. From up there it still looks like the good old "normal" earth. I need to spend more time up there! It's just not as much fun down here on planet earth as it once was.

Tailwinds,

Eric Muehlberg

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Barrows Bearhawk

EAA Chapter 1612 Newsletter

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

NO MEETING THIS MONTH. Next meeting in June—really. If you have any questions, don't hesitate to contact Eric Muehlberg at 405-923-6749.



David J. Perry Airport (1K4)

Loctite In 5 Minutes

Dennis D'Angelo

"A SMALL AMOUNT (ONE DROP ON THE THREADS) IS ALL THAT IS NECESSARY FOR THE THREAD-LOCKER TO WORK."

OK, in the aviation world the use of Loctite to hold fasteners from coming lose is an accepted practice. But what is Loctite and what do all those colors mean? Here is all you need to know in 5 minutes (less time if your read fast).

HISTORY FIRST! Thread-locking fluid was developed by American professor Vernon K. Kriebel in 1953 and patented in 1960 for use in high-vibration conditions.

HOW DOES IT WORK? Loctite is an anaerobic compound that means it dries in the absence of oxygen. The lack of oxygen in between the fastener threads allows the thread-locker to cure which usually takes 24 hours to bound fully.

WHAT DO THE COLORS MEAN?

Colors related to the strength of the material in the torque to break the bound. Purple 222 is the lowest strength (53 ft lbs), then comes Blue 243 (106 ft lbs), and finally there is Red 263 (275 ft lbs). There are wicking versions of the locker so you can apply after assembly—see side bar on a homemade version. The wicking types are low strength Blue 220 and high strength Green 290.

APPLICATION OPTIONS: The lockers come in fluid, paste, and tape for ease of application. Most of my buddies use the fluid version.

CLEANLINESS IS GOODNESS. For the locker to work as advertised the fasteners must be clean—no oils, grease, or cutting fluids on the threads. You can wash with a degreaser like dish soap and then air dry. I have used acetone followed with wipe of Isopropyl alcohol

70, if you can find it in a post-pandemic world and have not experienced a failure.

A LITTLE DAB WILL DO YA. A small amount (one drop on the threads) is all that is necessary for the thread-locker to work. Anymore and you're wasting money.

BREAKING FREE. The Purple and Blue versions can be removed with hand tools. Red may require heat (as high as 450 F) to break loose.

GOT TO HAVE MORE. If you want more information on Loctite visit henkel-loctite-user-guide-threadlocking.pdf.

With this information you should win your next Trivial Pursuit game for sure.

dd

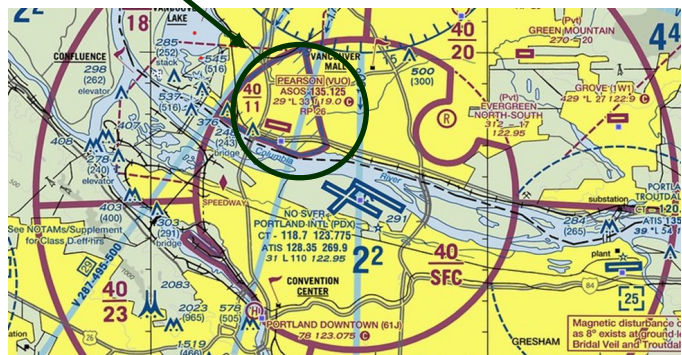
Homebrew Wicking Loctite

You can make your own homebrew wicking Loctite by taking regular Loctite and mixing in a small amount of isopropyl alcohol to make the material more viscous. After application, the alcohol will evaporate and the Loctite will cure normally—I would wait 36 hours to ensure a full cure. I have used this experimental process with good success on my sailplane and it is still flying successfully today. It works!

VMC Question of the Month

The question:

Why is there a box around the name of KVUO Pearson airport near Portland?



What is it?



This month's "What is it" is the Wainfan FMX-4 Facetmobile.

The facetmobile is a homebuilt aircraft designed by Barnaby Wainfan, a Northrop Grumman aerodynamicist and homebuilt aircraft engineer.

While only one Facetmobile prototype was produced, it has become well known due to its unique nature. The aircraft is unusual in that it is a lifting body – the whole aircraft acts as a low aspect ratio wing: a flat, angular lifting shape, unlike traditional aircraft which use distinct lift-generating wings attached to a non-lifting fuselage. Also notably the aircraft's shape is formed of a series of 11 flat surfaces, somewhat similar to the body of the F-117 Nighthawk jet strike aircraft in using flat plates, but without separate wing structures.



Here is the June "What is it?"



Chapter Survey Results



The Chapter 1612 survey results are in and I would like to take a few minutes to give you the strategic details of what our chapter interests are. We will dive into the details if you like at the next COVID-safe meeting.

In general terms, our members are very satisfied with the chapter and would strongly recommend joining to a friend. You joined the chapter to connect with aviation enthusiasts who fly and build aircraft. You see the chapter members as an excellent resource for your aviation endeavors and enjoy the camaraderie. You are **very** interested in aircraft homebuilding (4.4 out of 5 score). You are satisfied with the current meeting format (4.3 out of 5

score) but would like to vary the content by adding speakers who have built and flown homebuilt aircraft. You offered the chapter leadership advice on adding or including more flying activities, programs on building, and discussions on flight proficiency and safety. You really want to promote the chapter to both young and old and want a better website to bring new members to the organization (believe me we now have that capability and will use it in the future). You offered to support these activities.

In all of the scores, the chapter exceeded the EAA average, so this is something you can be proud of. We definitely have a "solid and growing chapter" as one of you stated in your inputs...no it wasn't Denny or me!

In the coming months you will see many of your suggestions implemented by chapter leadership. To continue being a "solid chapter" we need your help, so please continue to offer suggestions and, most of all, volunteer to support our mission.

Thank you for providing the chapter with a path to a bright and productive future.

Eric



Tool Loaner List—

Check our website at for more info



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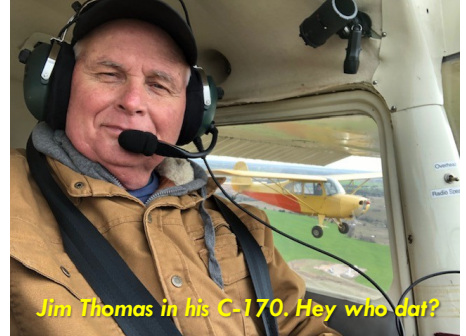
EAA 1612 Chapter Pictures



Jim Thomas' Defunky Cub



Defunky Cub Is Nearly Done



Jim Thomas in his C-170. Hey who dat?



Denny in his darn Champ on Jim's Wing



Aeronca L-16



Terry Dow's STOL Winning Scout



Steve Ingraham's Beautiful RV



"Doc" Taxiing at Tinker Airshow



Harold Kier's Clipped Wing Cub



These Days Are Coming Back Soon





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!

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

Chapter Leadership and Contacts



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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;

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Chapter Meetings are the 2nd Saturday

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