



EAA Chapter 1612 Newsletter

October 2020



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

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From the Front Seat—President Eric Muehlberg

The fog bank that developed over central Oklahoma the morning of our September meeting really impacted our attendance. Obviously no aircraft flew in (or out for that matter). But we did have 15 hearty souls drive in and there were plenty of donuts and coffee to go around. We talked about the new EAA Young Eagle Workshops program and its associated hands-on projects. Larry Hinton gave a tech talk on a failure of a male rod end bearing that almost caused significant damage to his Kitfox. We had a good discussion on the VMC question of the month concerning winds in and around mountain passes. The discussion led to several personal accounts and techniques for dealing with this weather phenomenon. We also had updates on several projects. Tony Martin's RV-14A now has an airworthiness certificate and should be taking flight soon. All in all it was a good meeting even if the weather impacted attendance.

I attended the 29th Annual Zenith Factory Fly-In at Mexico, MO held 18-19 September. It was nice to get away for a couple of days and



spend time around airplanes and aviation folks. Zenith always puts on a great event with forums, factory tours, vendors, food and lots of flying. In what was a bit of a surprise from past events, the majority of aircraft flown in were powered by UL, Corvair and Viking engines. I've included a few photos of the event in this newsletter. Check out Zenith.aero

or Zenith aircraft on Facebook for more info of the event (photos & videos).

As last month, I'll send out a separate email with the October EAA Chapter video for those who would like to view it. In this month's Chapter Video Magazine, Charlie Becker discusses EAA HQ staffing updates, your new point of contact for the Ray Scholarship program, the launch of Young Eagles Workshops, and our virtual event for the annual Wright Brothers Memorial Banquet. In addition, there is a feature video collection and Hints for Homebuilders section on the video site, which includes a variety of interest areas. There you can pick which video in each category you want to view.

As I write this piece the meeting is still 10 days out. The impact of cooler weather and virus guidelines are about to start impacting our meetings again. October weather in Oklahoma can change in a few hours. Whether we meet in the Quonset hangar or the terminal building depends on the weather and attendance for this month's meeting. If we have to move to the terminal building due to weather and we have a large turnout, those inside the building may be required to mask up. I'll be in contact with airport manager to obtain his guidance on the city's most current policy on the use of the terminal building.

As we move into the fall we are moving our meeting start times back to 11:30 am. Those planning to fly into the meeting should check for the current status of the construction on the run-

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ways at David J. Perry Airport. The contractor has had a few delays with material deliveries and weather. Work is scheduled to be finished before the 10th, but anything could happen between now and then. I'll send out an email on Thursday the 8th as to the status of the runways.

I hope the weather cooperates and everyone can make it out for our October 10th meeting.

Tailwinds....

Eric

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

This month's meeting will be a more traditional meeting; however, we will still gather on the ramp at **David J. Perry (1K4)** on **10 October 2020 from 1130-1330**. There **will be no food or drinks**, and we plan to host the meeting outside as we have over the last few months. If weather does not allow, we will be in the terminal, so please bring a mask and be ready to mask up. If you have any questions, don't hesitate to contact Eric Muehlberg at 405-923-6749.



David J. Perry Airport (1K4)

What If... You Lose Engine Power?

“...YOU WANT TO LAND AS SLOWLY AS YOU CAN AND SPREAD OUT THE DECELERATION. IT'S A SUDDEN STOP THAT KILLS.”

First, slow down and hold between best glide speed and about 10 knots below it. That's because: a) best glide is usually published for gross weight and you'll be somewhere under that unless you just departed, and b) minimum sink speed will actually maximize your time before landing. Minimum sink is roughly halfway between best glide and clean stall speed. Given this is a high-stress moment, holding between best glide and best glide minus 10 is fine. Assuming you're flying from the left seat, circle to the left with banks of 10-30 degrees. Stay within half a mile of your target field and assess two things. Plan your final approach to steer clear of big obstacles, such as trees, buildings, and—if you can see them—wires. And, plan to land as into the wind as practical. You want to land as slowly as you can and spread out the deceleration. It's a sudden stop that kills. If you have time, squawk a mayday with at least your transponder and run through a quick flow to attempt a restart. Just remember “gas, air, spark.” If the windscreen is covered with oil, skip the restart part. Also keep a lookout for a secondary field in case your selected site turns out to be unsuitable—such as suddenly seeing those power lines.

The spiral is part one. Its goal is a key position at 1000 to 1500 feet AGL and abeam your target touchdown point. Adjust your last spirals with varied bank angles, or even a slight slip, to reach that key position. Now level the wings and descend maybe another 200 feet, depending on the wind, before turning back to the field. Adjust your pattern as needed to ensure you make the field. Fly a bit wider, slip on base, or even s-turn a bit if you're too high. Bank up to 45 degrees and head straight for the touchdown target if you think you'll land short. I like to approach no-flaps in a light airplane until I'm sure I'll make the field. That way I can

add flaps from zero to full for maximum slowing and drag on final—so long as I won't overshoot.

It also means that if I need to clear one remaining obstacle, I can deploy those flaps at the very last moment and float over the obstacle, even though I might land a bit harder in the field afterward.

This spiral down plus power-off landing takes proficiency. Go out with an instructor and practice at a sleepy airport so you can try it all the way to landing—making detailed position calls all the way down.

Jeff Van West

VMC Question of the Month

The question:

If Your Engine Fails, Should You Fly Best Glide Or Minimum Sink Speed?



What is it?



It is a Spencer Air Car.

The Spencer Amphibian Air Car is an American light amphibious aircraft. The name was first used in 1940 for a prototype air vehicle that developed into the Republic

Seabee. The name was later used by its designer Percival Spencer for a series of homebuilt amphibious aircraft roughly based on the Seabee design. The aircraft was put into storage due to restrictions in place in America during World War II. The aircraft and rights to its design were sold to Republic as the "Seabee" in 1943.



Here is the November "What is it?"

KR2 Project For Sale—Help The Chapter

Tim Muehlberg purchased a house at Thompson Airfield and while cleaning out his new hangar came across the plans and materiel for a Ken Rand KR2 project. 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

Tim has agreed to put the project up for sale and donate the proceeds to Chapter 1612.



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@pldi.net.

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Tool Loaner List—

Check our website at for more info



wood that is ready to be cut to size.

EAA 1612 Chapter Pictures



Zenith Fly-in Ramp



Zenith Ramp Serious Discussion



Zenith 650



Zenith 650



Zenith CH750 SD



Bearhawk LSA



Bearhawk LSA Interior



Zenith CH750 Cruiser



Carbon Cub





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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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

Chapter President - Eric Muehlberg
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