



EAA Chapter 1612 Newsletter

August 2020



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

Volume 2 Issue 8

5 August, 2020

From the Front Seat—President Eric Muehlberg

We had a good turnout for last month's meeting with about 25 members and guest with 8 airplanes flying in (see photos). A few more airplanes taxied over from their hangars. We were able to look at some nice aircraft and watch them fly. We had a good mix of tube & fabric and aluminum airframes. We gathered under the large open-ended Quonset hangar just west of the runway. Weather was great with a light breeze keeping the temps pleasant for a July morning. There were plenty of donuts and a lot of catching up with fellow chapter members. Later we walked down to Tony Martin's hangar. He had invited us to his hangar to look over his RV-14 project. He has made a lot of progress since I saw it last. It is certainly looking good and getting close to completion.

This month's meeting will be held at David J. Perry (1K4) on



8 August in the large open-ended Quonset hangar we used last month. We'll attempt a more traditional style meeting this month. The terminal is available to us, but it is the management's requested to maintain social distancing while in the facility. The terminal rest rooms are open and available to everyone. As we usually do for the July and August meetings, our normal early meeting time is 8:30-10:30 AM. No breakfast, but I'll make sure there are a few boxes of donuts on site. Bring your favorite beverage, have a donut or two and we can all talk about what happening within the aviation community.

On 22 August El Reno Airport (see page 7) will hold its first Airport Day Fly-in. We have been invited to fly a few Young Eagles from 9:00-11:00 AM. There will be several warbirds attending and a scheduled warbird group fly

over around noon. The airport will also reduce the fuel prices during the event. Thank you to those who replied to my email requesting help to make the Young Eagle flights possible. This will be one of the few aviation events happening in the state this summer and it's a short flight or drive for most chapter members.

A couple of weeks ago, I decided to attend the Aviation Content Creator Awards (ACCA) Fly-in at Stearman Field (1K1) in Benton, KS. The event was held 17-19 July with several of the YouTube notables in attendance. I attended the event on Friday, dodging weather and dealing with headwinds. There were a lot of rides being given in a Stearman PT-17, a Lockheed 12 and in Cory Robin's Carbon Cub among others (see photos). There was always something in the pattern making it an entertaining event. We even had



an afternoon fly over by the Boeing B-29 "Doc". All in all, it was a nice diversion to attend an aviation event this summer

As last month, I'll send out a separate email with the August EAA Chapter video for those who would like to view it. As you know, EAA has changed its monthly video magazine's format. This month Charlie Becker discusses the EAA Aviation Museum opening, Spirit of Aviation Week, chapter awards, Ray Foundation Million Dollar Challenge, homebuilder webinar series, Lincoln Electric TIG welder giveaway, Young Eagles Workshops, and EAA Speakers Bureau. The email will provide you with a direct link to download the video.

Hope to see many of you again this Saturday at the David J. Perry airport.

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 8 August 2020 from 0830-1030**. There **will be donuts only, so bring your own drinks**, as we take the 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)

A Solo Story

Victoria Stevens

"THEN MY INSTRUCTOR ASKED ME, 'YOU WANT TO TRY A FEW PATTERNS ON YOUR OWN?'"

After 28 hours of flight instruction, I had yet another flight lesson on June 13th. My instructor met me at the airport in the evening. We had a brief ground lesson on safety and then we headed out to the plane. We did 6 landings, practiced a go-around and some traffic separation maneuvers. On the sixth approach, he told me to make this one a full stop. I thought we were done with the lesson as we taxied off the runway. We pulled up close to the FBO and shut down. I pulled off my headset and began to pick up my stuff. Then my instructor asked me, "You want to try a few patterns on your own?" I looked up startled. "You mean, me solo?" I asked as a "kiddish" grin spread over my face.

We got out of the plane and he signed my logbook. Then back into the plane I went while my family and instructor watched. The startup went smoothly and so did the taxiing. I did the run-up carefully, following the checklist. Then I announced on the radio and prepared for takeoff. Other pilots had warned me that liftoff would come sooner when I soloed than when I had someone else in the plane. I lined up on the center line and applied full power. Liftoff was

at the 1,000-foot marker, and the airplane soared into the air. I noticed the better climb performance and was able to turn to crosswind earlier than normal. Because of the right-hand traffic pattern, I could see the runway much better in my turns without my instructor in the plane with me. Nobody else was in the pattern on the first lap, and the downwind leg went by normally. I turned base, then final; making the small corrections needed to maintain a proper approach. I wasn't very good at spot landings, but I wanted to touch down prior to the 1,000 foot point so I tried to keep the nose aimed lower. The round-out and flare went better than I expected followed by a soft

touchdown. Applying full power, the airplane gathered speed and lifted off again.

After completing another pattern that was very similar, my instructor radioed me and told me to make the third one a full stop. The sun was very close to setting as I taxied off the runway and shutdown. It was the best flight lesson I've had so far and I was very happy that night.

Victoria



VMC Question of the Month

The situation and question:

Situation: You are just departing David J. Perry Runway 13 and at 300' AGL the engine self-destructs and propeller stops.

Question: What immediate emergency actions should you take?

Bonus Question: What actions should you take prior to takeoff in preparation for this potential issue?



What is it?



It is a Billman Little Pink Cloud. In 1955, Owen Billman, one of the founders of the Empire State Aerosciences Museum, constructed the Pink Cloud out of a Piper J-2 fuselage and Aeronca K wings. In

January 1958 the original 55 hp Lycoming O-145-A2 engine was replaced by a 80 hp Continental A80-8 and model was changed to B.11C. The aircraft is very similar in looks to the Bentzen Sport (see April 2016 Sport Aviation pg 42-49) which is now owned by Laura and Rob Bach of Pell Lake WI. We should bring back these little birds!



Here is the September "What is it?"



Adventure: Guymon By Champ



Well maybe flying to Guymon OK is not so much an adventure to you, but in my 80 mph Champ, it is nearly an all-day event. My goal was to make it to the end of the Oklahoma Panhandle (really Boise City) and back to Page Airport in one day—that my friend can be done but it is a long day in the Aeronca. So, why only to Guymon? Well I do have a family who would like to spend time with me in the evenings—discretion is the better part of valor in love and war.

I left C. E. Paige at 0800 and headed to Woodward for my first fuel stop—remember the Champ only carries 13 gallons of fuel, so I don't push it. Overhead Watonga I was met by an

Air Tractor crop duster on departure from KJWG. A wag of my wings and a puff of his smoke meant we were visual. I was thinking; "man that looks like fun." My guess is he was thinking how much fun it would be to fly wherever you wanted to on a Saturday in a Champ! Soon I was over the windmill farm near Eagle City—what does one do in Eagle City? After 1.7 hours aloft I was on final to Woodward. After a quick personal defuel and aircraft refuel, I departed Runway 17 for KGUY. Thirty miles into the flight I cut the corner of the OK panhandle and slipped into TX for a minute—I just had to say I flew to two states in one day. Onward to Byrans Corner (9 NM NW of Perryton Tx) a truck stop in the middle of No-Where USA. I cut the southern end of the Optima National Wildlife Refuge—I did not see any wildlife alive in that desolate dried up lake, and 10 minutes later found myself on the ground at Guymon with another 1.7 hours of flight time. So what is at Guyon? I met the FBO and his son and they are very much into warbirds—they manage a CAF Beech 18 (UC-45J). Also,

they have a Reno Sport Class racer, a Lancair 360, which they have competed with since 2018. So there is a lot of activity on the airport. I spent way too much time wandering the Guymon airport, so decided to postpone the Boise City portion until another day (year) and departed for C. E. Paige; trip home was a rinse and repeat of the way out.

Bottom line is there is never a better time to explore with your airplane than now. Fuel is relatively cheap and the weather is darn good for an Oklahoma summer. It doesn't matter if it's a Bonanza or a Champ, just get out there and tear up the skies. No matter the distance, flying is its own adventure, so go make one soon.

Keep 'em flying.

dd

Founding Member

The 6x600 Flying Adventure Club—A Skinny Tire Cowboy

Tool Loaner List— Check our website at for more info



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EAA 1612 Chapter Pictures



Terry Dow's Fat Tire Scout



Eric's Flying Colt



Herb Driscoll's Cessna 172



Larry Hinton's Baby Ace



Jim Thomas' Defunky Cub



Cory Robin's Carbon Cub



Homebuilder's Haven



Tube and Fabric on the Ramp



Our Flight Scholarship Superstars



Lockheed Model 12 at ACCA





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

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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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Newcastle, OK 73065

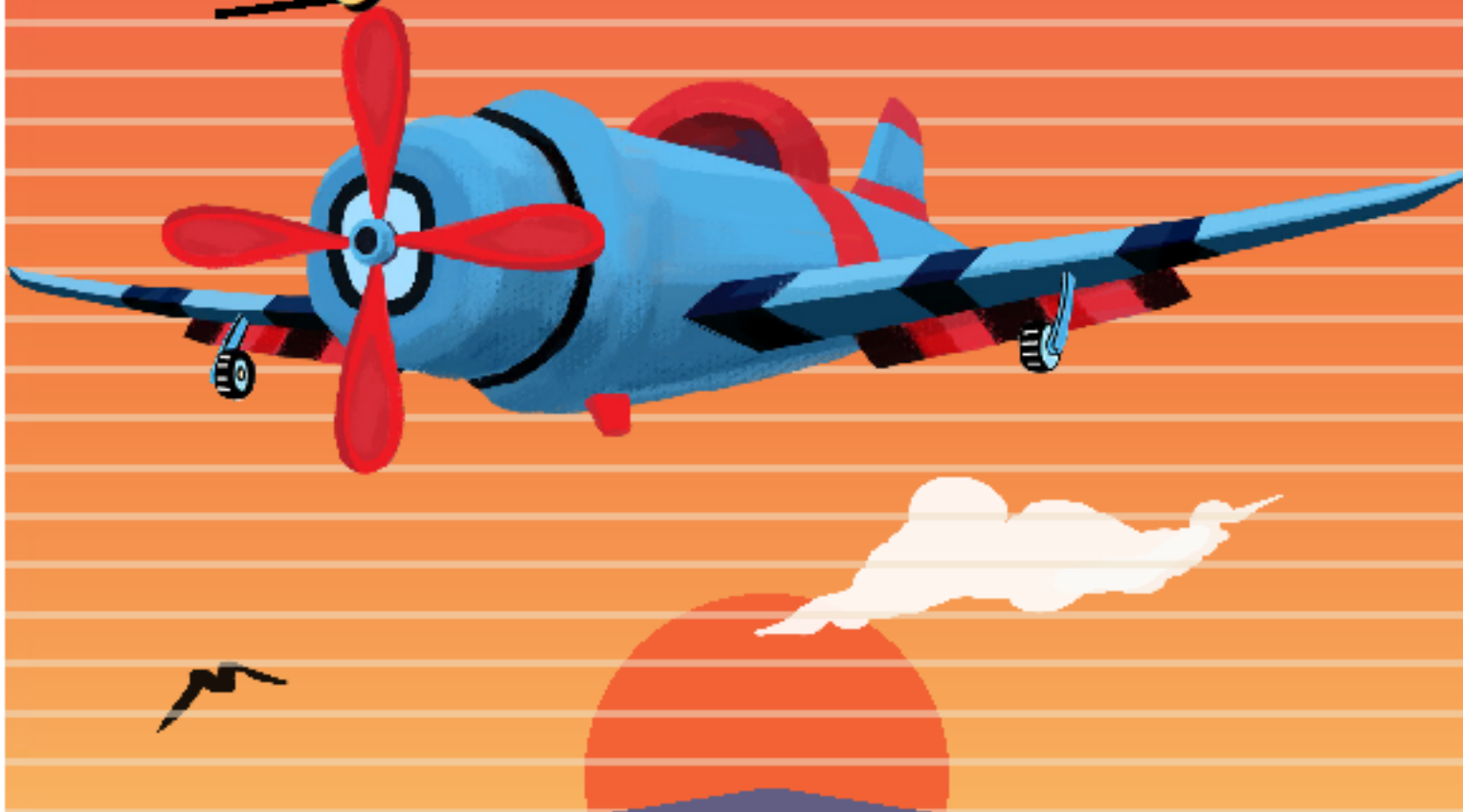
Chapter Meetings are the 2nd Saturday

Chapter President - Eric Muehlberg
405-923-6749

1ST ANNUAL

Fly El Reno

FLY-IN & COMMUNITY DAY



SATURDAY AUGUST 22 | 9 AM - 1 PM
EL RENO REGIONAL AIRPORT | 6600 MUSTANG FIELD ROAD

- **WARBIRD FLYOVER**
- **FOOD TRUCKS**
- **VENDORS**
- **EXPLORE THE A-26 "LADY LIBERTY"
A WWII FLYING MUSEUM!**
- **HELP US CELEBRATE THE AIRPORT'S
RECENT AND FUTURE IMPROVEMENTS**