



EAA Chapter 1612 Newsletter



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

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From the Front Seat—President Eric Muehlberg

I hope all our aviators have been able to take advantage of all the great flying weather the last couple of weeks. I was able to put several enjoyable hours on the Panther and a few more on the Colt this month. With the end of daylight saving time, most folks are left with only weekends to go flying. Hopefully the weather will be kind to us this winter and give us plenty of VFR weekends.

Unfortunately, I had to miss last month's meeting as I was in Oshkosh attending a few days



of meetings with the Chapters Advisory Council (CAC). The meetings were productive and the weather was what one would expect for Oshkosh in

November, rain, sleet and a bit of snow. On the bright side the meetings coincided with the Annual Hall of Fame induction ceremony and dinner on 11 November. It was my first time to attend and I quickly discovered many of those in attendance were a who's who in EAA and Aviation. All in all it was a good trip.

You will receive the annual EAA Chapter Member Survey in the next couple of days. This survey is intended to provide the chapter with valuable information as to what areas the chapter does well and areas we need to improve. It can also show us areas of interest or programs that chapter members may want the chapter to pursue. Once the survey is complete, we will be sent our chapter's results, alongside the aggregate results from the entire chapter network. EAA Chapters Office would like to have all the surveys in by 1 Jan 2021. This is your chance to make your thoughts known.

Larry Hinton sent me some information on an EAA Biplane that's available for sale. He said that it's complete and has flown but is de-registered. Wings are off, stored indoors. Fabric looks good but might need to be

recovered. C85 engine, metal prop. It's priced at \$8,000 complete or \$4,000 without engine and prop. Contact Larry for more information at 405-439-3704 (call or text).



EAA Biplane

As for our December monthly meeting, we'll be changing time and location. It's time again for the annual EAA OKC Tri-Chapters Holiday Dinner at Twin Lakes airport. Gary Manning will again be hosting the event at his hangar located at 13801 Chandelle Drive, Newalla, OK on 11 December at 4:30 pm. This is always a well-attended event with usually 100+ in attendance. The chapters will provide the meats (BBQ ribs, pork, etc) and the drinks. Everyone is asked to bring an appropriate side dish or desert to share. This is one holiday event you don't want to miss.

In case you haven't heard, mark your calendars for the Oklahoma Holiday Fly-In breakfast with Santa Claus at Sundance Airport. A community



partnership with the Oklahoma Aeronautics Commission,

the ACES program within the Oklahoma Department of Commerce and Oklahoma EAA Chapter 24, Chapter 1098, and Chapter 1612, the pancake breakfast will be held 11 December, 2021 from 9 am to noon. In addition to breakfast for purchase for \$7 per person, the event will include a show-plane area, music, Santa (he will taxi in at 10 am) and weather permitting, Young Eagle flights.

A documentary film will be made that day by Coleman Media Group, a United Kingdom-based film company, and everyone attending will get an online digital code for all 4 series of the Plane Resurrection TV series and a wealth

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of other military and aviation programming-- over 100 videos and 50 hours of aviation programming, plus the Inside The Sky collection to date, and the remarkable story of the restoration to flight of 'That's All Brother—the C47 that led the D-Day invasion, a value of \$69.

Hope to see many of you on the 11th at one or both events.

Tailwinds,

Eric

Christmas Party Location, Twin Lakes Airport (2OK2), OK

NO MEETING THIS MONTH. Please attend the Tri-Chapter Christmas party at Gary Manning's hangar Twin Lakes Airport (13801 Chandelle Drive, Newalla, OK) on 11 Dec 21 from 4:30-8 PM. Please drive and bring your favorite food to share. If you have questions contact Eric Muehlberg at 405-923-6749 or smuehlberg@pldi.net.



Twin Lakes Airport (2OK2)

Stits Flut-R-Bug — A What If Drill

How many of you have heard of the Stits Flut-R-Bug? The Flut-R-Bug was



Stits SA-6 Flut-R-Bug

**"RAY STITS
DESIGNED THE
FLUT-R-BUG (SA-5
SINGLE PLACE AND
SA-6) AS A VERY
SIMPLE, VERY LOW
COST PERSONAL
"PUDDLE-JUMPER."**

designed by Ray Stits of aircraft design and fabric covering fame in the mid-1950s. Ray designed the Flut-R-Bug (SA-5 single place and SA-6) as a very simple, very low-cost personal "puddle-jumper." The original design was a strut-braced mid-wing, tricycle gear, open-cockpit, single-place craft powered by a 4-cylinder Continental A-65-8 engine. The wing had spruce wooden spars and band-sawed 3/8" plywood wing ribs, with a leading-edge wrap of aluminum. The ailerons were full-span narrow strip-types so they could be actuated with a simple set of push rods on the outside of the fuselage. The remainder of the aircraft was 4130 steel tube, and everything was covered with doped fabric—later versions were covered in the Stits (Poly-fiber) process. Shortly after it was introduced, Ray created an extended version that had two seats in tandem (see picture above), and this was the version that most people built. He sold plan sets for \$25 in 1961 (\$232 today).

Would the Flut-R-Bug be a good fit today? Well, maybe. While relatively inexpensive to construct—even today, you are looking at a very "draggy" airframe which limits cruise

speed to 80 MPH and climb rate to 600 FPM at max gross weight. The cockpit area, while built for two, is for very small individuals so the SA-6 would be a single-place aircraft today. With a little aerodynamic cleanup like streamlined wing struts, a full cowl over the engine—the original had Piper Cub-style eyebrow cowls over the cylinders—and wing and horizontal tail surface fairings, the Bug will cruise at 95 MPH and climb at 1,000 FPM—not bad for 65 HP.

Flying the Flut-R-Bug is a different story. The aircraft will

sink like a dirt clod if flown under 70 MPH on final. Because it is short coupled, the aircraft is very pitch sensitive and the short-cord ailerons produce a very, very, slow roll rate. The large rudder easily compensates for adverse yaw; however, the small ailerons make the tricycle landing gear a necessity when landing in crosswinds.

If you are looking for a simple puddle-jumper, then the Stits may be the way to go; however, there are more modern designs that may be more fun.

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VMC Question of the Month

The question:

You are starting to level off on departure when you notice the elevator controls on your Cessna 172 are jammed—can't move them at all. You still have aileron and rudder control, but no elevator. You are 2 miles from your departure airport. What are your next steps? How would you plan for your eventual landing?



What is it?



It is a Messerschmitt 410 Hornet. The Messerschmitt Me 410 Hornisse (Hornet) is a German heavy fighter to escort bombers used by the Luftwaffe during World War II. Though an incremental improvement of the Me 210, it had a new wing plan, longer fuselage and engines of greater power. The changes were significant enough for the aircraft

to be renamed the Me 410. Coming to the war effort late, the Me 410 eventually was not a suitable escort fighter as it was as fast and as big as the bombers it was to escort. The USAAF eventually proved the single seat fighter (P-51) with extended range fuel tanks was to be the best escort for bombers.



Here is the January 2022 “What is it?”

Don't Miss These Coming Events



HOT 11 Dec 21 4:30-8 PM OKC Tri-Chapter Christmas dinner will be held at Gary Manning's hangar on Twin Lakes Airport (13801 Chandelle Drive, Newalla, OK). Bring your favorite Christmas food dish to share.

HELP 11 Dec 21 9 AM — 12 PM; Fly-in and Young Eagles event at Sundance Airport. During the fly-in Mr. Nick Coleman, of Plane Resurrection fame, will be filming the Oklahoma Sky Documentary. Please join us and be part of this important videography about sport aviation in our great state.



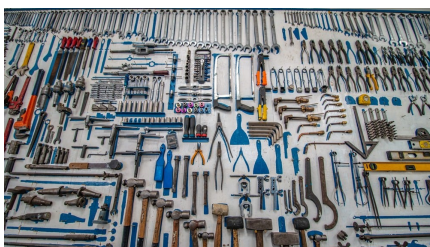
More coming next month

7-10 Mar 22 HAI HELI-EXPO 2022
Dallas TX, USA

5-10 Apr 22 Sun N Fun Aerospace Expo
Lakeland FL, USA

Tool Loaner List—

Check our website at for more info



Chapter Meeting Pictures





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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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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