



EAA Chapter 1612 Newsletter



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

Volume 5 Issue 8

9 August 2023

From the Front Seat—President Eric Muehlberg

Oshkosh 2023 is now history and everything we saw during EAA AirVenture Oshkosh 2023 had the feel of a huge week, and the final numbers confirmed this week proved to set many records. This year's event set a record for attendance at 677,000, about 4 percent up from last year's previous record of 650,000. Some of the big numbers from the week included 10,699 Camp Scholler campsites, requiring a campground expansion several times early in the week. There were a record 848 exhibitors and more than 21,000 aircraft movements over the 11-day period of July 20-30. Visitors from a record-tying 93 nations attended AirVenture this year. More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin. There were a total 3,365 show planes, including a record 1,497 registered in vintage aircraft parking, plus 1,067 homebuilt aircraft, 380 warbirds (up 3 percent from 2022), 194 ultralights, 134 seaplanes and amphibians, 52 aerobatic aircraft, and 41 rotorcraft. All these numbers came with some weather challenges that included heat and thunderstorms. Congratulations to the over 5,500 volunteers who helped make the event a success possible.

Among the record total of more than 3,300 show planes were several unique aircraft, both on Boeing Plaza and along the flightline. One of early-week stars was the NASA Super Guppy, which was making its first Oshkosh appearance in 23 years. Parked alongside the Boeing Dreamlifter, it made for two big, unusual airplanes on the plaza to open the fly-in. Among some of the other fascinating aircraft was the first public appearance for the Lockheed Constellation Bataan, a new P-47 Thunderbolt restoration, and the

P-51C Bendix Racing Mustang Thunderbird and many more. The 2022 One Week Wonder Sonex Waix-B with a beautiful American Flag-theme paint job was displayed in the Home Built building. Over 2,000 AirVenture visitors helped build the plane during last year's event.

The new MOSAIC NPRM for light aircraft and pilot certification that was released on July 19 was the talk in many areas of AirVenture grounds, especially in the light sport and ultralight areas. Everyone was talking about the benefits of the proposed rule. This is a very detailed NPRM, and we should look for more information involving MOSAIC in the coming weeks as the 90-day comment period is now open. Given the time required to work through the NPRM process, we could see this being approved and implemented in some form late next year. We will talk more about MOSAIC and how it will impact our chapter members at the 12 August meeting.

For those who may not have heard Dennis D'Angelo, our Chapter VP and Newsletter editor was awarded one of the 2023 EAA Newsletter Editor of the year awards at the chapter leader breakfast on Saturday 29 July. This is a huge and well-deserved honor for Dennis and is just one more success for Chapter 1612.

Our next regular chapter meeting will be on 12 August at 10:00 am at the David J. Perry Airport (1K4) terminal building. We'll have the usual VMC question and discussion, the "what is it" challenge, we'll talk more about AirVenture 2023 and our chapter members participation, and have a presentation or two that I'm sure you'll find interesting. There will be hot coffee and donuts on hand. So come out and enjoy a bit of aviation centered conversation with friends new and old. Hope to see many of you this Saturday.

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Tailwinds,

Eric



Finally got Dennis to AirVenture!!

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

This month's meeting is at the David J. Perry Terminal building (1K4) on 12 August 2023 from 1000 -1130. Chapter will supply donuts and coffee. If you have questions contact Eric Muehlberg at 405-923-6749 or smuehlberg@pdi.net.



David J. Perry Airport (1K4)

What If Drill...Sport Biplanes

"IS THERE STILL ROOM FOR SMALL SPORT BIPLANES IN TODAY'S KIT-BUILT MARKET?"

Is there still room for small sport biplanes in today's kit-built market? I believe President Eric and I would both say "Yes there is!" While at EAA AirVenture 2023 I was graced with the opportunity to visit the EAA Museum and stopped to ponder the Ray Hegy El Chuparosa (Hummingbird) biplane and the Mong Sport designed by and built by the late Ralph Mong in the early 1950s. These are two diminutive aircraft that look fun to fly. As with most homebuilders of the time, Hegy and Mong designed their aircraft by sketching the aircraft or making a non-flying model and then drawing the fuselage components on their garage floor using chalk—crude, but it works.



Hegy's design used material from a multitude of aircraft to keep the cost low. Empty

weight for the aircraft was 478 pounds—which is pretty light—with a gross weight of approximately 700 pounds. Wing span was close to 13 feet, resulting in a 72 square foot wing area. The biplane stalled at 60 mph and cruised effortlessly at 110 mph using a 65 HP Continental A-65. Ray flew the aircraft everywhere and amassed over 1,500 hours of flying time on the Hummingbird before donating it to EAA. There are no plans available that I know of.

Ralph Mong's Mong Sport was constructed much the same way, though he made his wing ribs by silver soldering 1/8 inch welding wire into the airfoil shape. Another unique



feature of the aircraft was the lack of flying wires being replaced with streamlined tubing between the upper and lower wings, greatly reducing drag. Plans for the aircraft were developed and are still available through Mike Stewart. In the early 1960s the Mong Sport became a staple in the Sport Biplane Class at Reno. Today a heavily modified Mong, Phantom Mong, holds the biplane class speed record of 285.45 mph. The original Mong Sport was tailored to Ralph Mong's small size and did very well on 65 HP. With wing area of 80 square feet and a gross weight of 970 pounds, the

Mong stalled at 50 mph and cruised at 110 MPH. Ed Fisher of Zippy Sport fame, revised the drawings in the early 2000 to accommodate a larger individual and engine—Continental O-200. So the Mong Sport is still an available option for many.

So, I believe you can still build a small sport biplane for under \$15,000 today and enjoy the fun of twisting in the sky. I recommend checking out the EAA Sport Aviation archives for more information on biplanes.

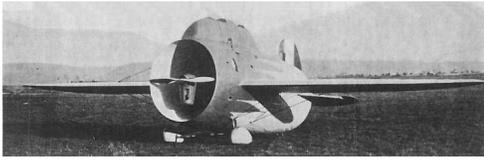
Until then keep 'em flying."

VMC Question(s) of the Month

You are flying a long cross country flight to Dayton Ohio to see the National Museum of the Air Force and are navigating by ForeFlight on your iPad when the electronic device fails. Always prepared you pullout your Sectional chart and decide to navigate using pilotage. You remember about using the lines on the chart to measure distance. Which lines do you use; latitude or longitude and why? You decide to divert to an airport about 40 NM away. How can you quickly determine the magnetic course to your divert field? Hint, it is on the chart.



What is it?



The Stipa-Caproni, also known as the Caproni Stipa, was an experimental Italian aircraft designed in 1932 by Luigi Stipa (1900–1992) and built by Caproni. It featured a hollow, barrel-shaped fuselage with the engine and propeller completely enclosed by the fuselage—in essence, the whole fuselage was a single ducted fan. Although the Regia Aeronautica (Italian Royal Air Force) was not

interested in pursuing development of the Stipa-Caproni, its design influenced the development of jet propulsion.

In Australia, Lynette Zuccoli and Aerotec Queensland designed a 3/5-scale replica of the Stipa. They built it in 1998 and, in October 2001, succeeded in making two directional test flights with Bryce Wolff at the controls. Each flight covered about 600 meters (660 yards) and reached an altitude of approximately 6 meters (20 feet), with Wolff reporting that the replica was very stable in flight.



Here is the September 2023 “What is it?”

Chapter 1612 Merchandise

Chapter 1612 T-shirts are now available in your choice of color and size. T-Shirt will have the small Chapter 1612 logo on the front left, and you may add one line of text under the logo. The back of the shirt will have a large chapter logo. Order forms will be available at the next meeting. Price is



Chapter logo available full-size on shirt back



Tool Crib

Visit the chapter 1612 website (<https://chapters.eaa.org/eaal612>) to see the current list of tools in our Tool Crib and checkout policy.



Coming Events



19 Aug 23—Aviation Booster Club Fly- or Drive-In Breakfast 0800-1100. David J. Perry Airport (1K4)

26 Aug 23—EAA Chapter 24 Young Eagles Flight, 0900-1200 Sundance Airport OK

2 Sep 23—Ponca City Aviation Foundation Fly-in/Drive-in Breakfast 0800-1000. Ponca City Regional Airport (KPNC)

7 Sep 23—Oklahoma Pilot's Association Monthly meeting. C.E. Page Building at Wiley Post Airport 1830-2100.

27 Sep-1 Oct—ArkanSTOL Backwoods Challenge. 7037 Cass Oark Rd, Ozark AR 72949 7:00 AM - 6:00 PM

6-8 Oct—Ranger's Old school Fly-In & Airshow, Ranger Airfield, Ranger TX

Oct 21-22—Cushing Fly In Fair - Cushing Airport, OK

27-29 Oct—Reklaw Fly-In 2023, Flying M Ranch, Reklaw TX



Oct. 27-29rd, 2023



Other Stuff For Sale

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



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.



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.

EAA gratefully acknowledges the support of Aircraft Spruce and Specialty Co. for their generous sponsorship of EAA webinars.

Registration is required, and space is limited.

Date	Time	Title	Presenter(s)
6/6/23	7 p.m. CDT	Flying With ADA Qualifies for FAA WINGS credit.	Paul Dye
6/7/23	7 p.m. CDT	Mechanics Credit Qualifies for FAA WINGS and AMT credit.	Mike Busch
6/13/23	7 p.m. CDT	The Thorp T-18 Museum Webinar Series	Chris Henry
6/14/23	7 p.m. CDT	Time for Flying Into EAA AirVenture 2023 Qualifies for FAA WINGS credit.	Fred Steiler
6/20/23	7 p.m. CDT	How to Celebrate International Aviation Day Qualifies for FAA WINGS credit.	Gordon Penner
6/21/23	7 p.m. CDT	EAA AirVenture 2023 Features and Attractions	Rick Larsen
6/22/23	7 p.m. CDT	International Aviation Day: What's It All About? Qualifies for FAA WINGS credit.	Patty Wagstaff
6/28/23	7 p.m. CDT	Ultralight/Homebuilt Aircraft Arrival Procedures - AirVenture 2023 Qualifies for FAA WINGS credit.	Mark Spang
7/5/23	7 p.m. CDT	FAA: How to Sign Qualifies for FAA WINGS and AMT credit.	Mike Busch
7/11/23	7 p.m. CDT	918H - The New Rotax Engine Homebuilders Webinar Series	Nino Tario
7/12/23	7 p.m. CDT	How to Draw an Airframe Qualifies for FAA WINGS and AMT credit.	Paul H. Paul Shuch
11/08/23	7 p.m. CDT	Cloudy With A Chance of PIREPs Qualifies for FAA WINGS credit	Paul H. Paul Shuch

Chapter Pictures—AirVenture 2023



Bonnie Waits Patiently



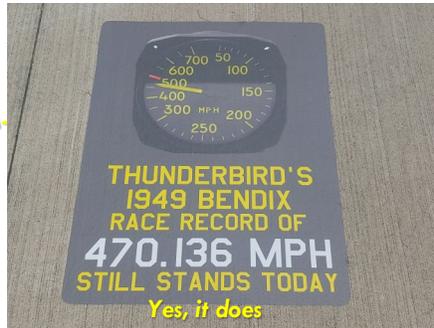
NASA's Guppy



Boeing's Modern Day Guppy



Bendix Racer P-51 Thunderbird



THUNDERBIRD'S
1949 BENDIX
RACE RECORD OF
470.136 MPH
STILL STANDS TODAY
Yes, it does



Beautiful DC-3



Hegy Chuparosa—see pg 2



Which one is the Hot Canary?



Only way I will win an award at OSH
Thank you Eric!



Yep, were inside reading the newsletter!



Check the chapter website for more pictures and information @

1612.eaachapter.org

Chapter 1612 Meeting Minutes 8 July 2023

- 1000 meeting called to order by President Eric Muehlberg
- Attendance: 24 members
- VMC question by VP D'Angelo—stuck throttle what do you do?
- “What is it?” aircraft discussion by VP D'Angelo—Caproni-Stipa
- President Muehlberg addressed the new CAD program available through EAA to all members
- President Muehlberg announced VP and Newsletter Editor D'Angelo will be awarded EAA Newsletter Award at AirVenture
- President Muehlberg announced the B-52 will return to AirVenture this year.
- EAA Chapter video presentation made by President Muehlberg and 70th History of EAA
- Members Jim Thomas and Terry Dow made a presentation on their trip to the back country of Idaho—very interesting and entertaining. Thanks Jim and Terry
- Remember the David J. Perry Aviation Booster Club Fly- or Drive-In Breakfast is 0800-1100 David J. Perry Airport (1K4) on 15 Jul 23
- Meeting ended at 1137





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

Eric Muehlberg
405-923-6749
smuehlberg@pdi.net

*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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Newcastle, OK 73065

Chapter Meetings are the 2nd Saturday

Chapter President - Eric Muehlberg
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