



THE SPIRIT OF AVIATION

# Chapter 1612

August 2024

Newsletter

Volume 6 - Issue 8



## Inside this issue:

From the Front Seat	2
Meeting Location	3
What If Drill	3
VMC Scenario	3
What is it?	4
Chapter Merch & Tools	4
Club Flying Adventures	5
Coming Events	6
Chapter Pictures	7-8
Aircraft For Sale	9
Meeting Minutes	10
Chapter Leadership	11
Chapter Application	12





# EAA Chapter 1612 Newsletter



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

## From the Front Seat—President Eric Muehlberg

I returned late on July 28th from 2 weeks in Oshkosh. Like many of you who made the trip up I've spent most of the week catching up on all the things that went undone during my time away. But I've mostly caught up now and able to get back to my aircraft projects. The engine swap on my Fisher Avenger is almost finished and should fly again before the end of August. As for AirVenture 2024 the weather was nice for the most part and there were a lot of interesting aircraft and new products on display. The night airshow kicked off with a rare appearance of two Boeing B-29s, Doc and FIFI, and the Canadian Avro Lancaster that made a couple of formation passes followed by numerous other aircraft acts. The end of the night airshow was particularly good this year with lots of fireworks, an aircraft almost flying through the fireworks at times and 500+ lighted drones flying behind and above the fireworks creating different patterns. It had to be the best fireworks show I have ever seen. Videos of the show are posted online but they will never do justice to what I witnessed on Wednesday and Saturday night. It was a great event and it's only 50 weeks till AirVenture 2025. I can hardly wait.

Brian Stenseth received his airworthiness certificate for his 2 place Excalibur light sport aircraft from the OKC FSDO team on Wednesday 31 July. Congratulations Brian for hanging in there and completing your project. It's now officially an aircraft and we look forward to hearing about the first flight of N66XD in the near future.

I had planned to speak about my visit to the Champaign Aviation Museum last month but we ran out of time. The museum is located at Grimes Field in Urbana, Ohio and is the

home the Champaign Lady B-17 restoration project. I will present an update on the museum and the status of their B-17 project during our August meeting. If you are curious about the structure under the skin of a B-17 you find the presentation particularly interesting.

Also at our August meeting you won't want to miss our annual AirVenture swag drawing. We will conduct an AirVenture swag drawing during the meeting. If you would like to donate something you picked up at AirVenture bring it to the meeting. Hats, T-shirts, pens, cups, posters, you name it, it's all good stuff. Everyone attending the meeting is guaranteed to leave with something.

Again, if you haven't made it out to the 1612 Chapter breakfast come out and participate in all the fun and conversation prior to the meeting. All money raised from the breakfast goes toward youth aviation scholarships. This month's breakfast will start at 0800 and

concludes at 0945 allowing us time to reconfigure the room for our regular monthly chapter meeting which begins at 1000. If you would like to volunteer at the breakfast the show time is 0700.

Our next regular chapter meeting will be on Saturday 10 August at 10:00 am at the David J. Perry Airport (1K4) terminal building. No chapter video this month, but we'll have the usual VMC question and discussion, the "what is it" challenge, an update from our Ray Scholar and a presentation or two that I'm sure you'll find interesting. Again, come out early and enjoy a great breakfast prior to the meeting and meet some new friends. Hope to see many of you this Saturday.

Tailwinds,

*Eric Muehlberg*



One of my favorite DC-3/C-47 aircraft at OSH 24

# Meeting Location

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

This month's meeting is at the David J. Perry Terminal building (1K4) on 10 August 2024 from 1000-1130. The Chapter will host our fundraiser breakfast before starting at 0800. If you have questions contact Eric Muehlberg at 405-923-6749 or smuehlberg@pldi.net.

## What If Drill - The Woody Pusher Swamp Monster

I was perusing back issues of Sport Aviation when I came across the Woody Pusher in the Nov 2019 edition. The article was about Bob Woods' flying his grandfather's 55-year-old homebuilt design. Bob Woods grandfather was none other than Harris Woods of Aerosport Inc. which sold kits and plans for the all-wood Woody Pusher, Scamp biplane, the high-wing monoplane Quail, and the breezy-like Rail designs. Senior Harris lost his life in 1975 flying the Aerosport Condor and this is why we don't see more of his design talents flying.

The Nov 2019 article focused on Harris' continuing the enjoyment of flying the Woody Pusher design and the few modifications made to the aircraft—most with an increase in engine size (65 HP increased to 100 HP). The aircraft is a simple design to build and fly, and those who have built the aircraft enjoy flying it for enjoyment as it is not suitable for long cross-country excursions. This got me thinking of how to modify the aircraft for a "What If Drill" article. What I found was the types of modifications I was interested in doing had already been accomplished by Mr. Tony Zorn of Lyons GA, resulting in his Woody Pusher known as the Swamp Monster. Zorn's Woody Pusher was built to plans by another owner in 1976, and he acquired the aircraft complete in 1995. He flew the airplane for about 1600 hours before beginning a modification process that would convert the aircraft into the Swamp Monster for bush flying. Zorn's modifications included spoiler boards slaved to the ailerons for slow speed roll control, new end plates on the wings to control span-wise airflow, slats, Vortex Generators (VGs), 8-inch landing gear extensions, 26-inch bush wheels and tires, bigger brakes, aileron spades, and a trim tab on the elevator to compensate for the increased power of a Continental C-90. Zorn claims an empty weight of 800 pounds, a Cub-like cruise speed of 70 mph, and a stall speed in the low 30 mph range.

Now, the Swamp Monster is a highly modified Woody Pusher, and, in my example, I would not modify the aircraft as much. I would use the Continental O-200 engine as

the powerplant vice the hard-to-find Continental C-90. I would not modify the aircraft with slats; however, I would use VGs and the end plates on the wings to lower stall speed. Further, I would use the standard aluminum landing gear but would go for 8.00 x 6 tires and wheels to allow more bush-like capability. Doing these minor modifications would allow some bush capability while providing an 85-mph cruise speed on 5 gallons per hour of fuel burn. As for cockpit modifications, none would be required as the Woody Pusher was built for larger individuals—the Harris clan is all over 6-feet in height. I believe you could realistically build the modified Woody Push for about \$20,000 or less if you are a good scrounger. So, what do you think? Is there a place for a sport airplane with bush-like qualities based on the Woody Pusher design? Let Eric know at the next meeting or text me at 813-334-7309. Until then...keep 'em flying.

*Dennis D'Angelo*



## VMC Scenario of the Month

You are considering buying a 1962 Cessna 182. During your pre-buy inspection you notice two things regarding seat belts; first, there are no shoulder harnesses and second, the original lap belt (which is in excellent shape) has no Technical Standards Order (TSO) tag sewn onto the belt. Is the constraint conforming to regulations? If not, why not?



# What is it?

## July 2024 Aircraft

It is the Winton Opal, designed by Eric Scott Winton (5/3/58 to 12/5/89) of Australia. The Opal was a constant chord-flying wing, of rectangular planform. Construction used composite techniques as employed by Burt Rutan, using PVC FOAM, carbon reinforcing materials, and Dow Chemical's vinyl ester resins. The structure was light, strong and easy to build. It had an ultimate load factor of seven, making it as strong as purpose-designed aerobatic machines. The Rotax 447 engine was mounted at the rear of the fuselage pod driving a pusher propeller. The pilot was housed in a reclining position in a bullet-shaped pod, and there were two small vertical fins for directional stability. The undercarriage retracted, and the wing section was of the laminar flow type. The aircraft was completed and underwent 12 months of intensive test flying and refinement before its attack on the world records for which it was designed. Eric Winton died during a flight when a maneuver he was making exceeded the design limitation and the spar broke in-flight.



**WINTON  
FACET OPAL**

### General characteristics

Crew: one  
Length: 10 ft 6 in (3.2 m)  
Wingspan: 21 ft 7 in (6.6 m)  
Wing area: 107.6 sq ft (10 m<sup>2</sup>)  
Empty weight: 243 lb (110 kg)  
Max takeoff weight: 705 lb (320 kg)  
Powerplant: 1 × Rotax 447 115hp  
Propellers: 2-bladed fixed-pitch propeller

### Performance

Maximum speed: 174 mph (280 km/h, 151 kn)  
Cruise speed: 155 mph (250 km/h, 135 kn)  
Wing loading: 6.55 lb/sq ft (32 kg/m<sup>2</sup>)  
Fuel Consumption at cruise: 2.43 gph  
Range: w/ 62 gallons of fuel 3,480 miles



# Chapter Merch

Chapter 1612 T-shirts are now available in your choice of color and size. You can see an example in yellow. Price is \$20.00. We now also have chapter patches. Price is \$7.00 You can purchase either of these at your next chapter meeting.



## Tool Crib

Visit the Chapter 1612 website ([chapters.eaa.org/eea1612](http://chapters.eaa.org/eea1612)) to see the current list of tools in our tool crib and checkout policy

**SCAN ME**

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

# Club Flying Adventures

## Super Cub Fly-in Johnston Creek Idaho

EAA Chapter 1612 members Terry Dow and Jim Thomas embarked on their annual pilgrimage to the Super Cub Fly-in at Johnston Creek, Idaho, a mecca for backcountry aviation enthusiasts. The area boasts a remarkable 40-50 airstrips within a 50-mile radius, offering endless opportunities for exploration and adventure.

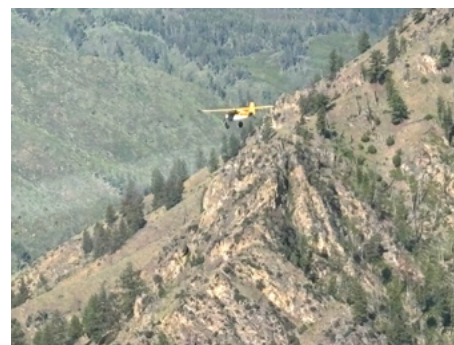
During their eight-day stay, Terry and Jim landed at a different airstrip each day, showcasing the region's diverse terrain. Nestled in valleys along rivers and creeks, these backcountry strips sit at an elevation of approximately 5,500 feet, surrounded by majestic mountain peaks reaching 10,500 feet. The challenging nature of these strips, some as short as 1,600 feet, demands exceptional piloting skills and a true passion for backcountry flying.

While Super Cubs are the most common aircraft at the fly-in, the event welcomes all types of airplanes and pilots eager to share their love of aviation. Evenings are filled with camaraderie around the campfire, where guitars are strummed, and voices blend in song after a day of exhilarating flying.

Despite the gathering of around 40 airplanes, the most significant issue encountered was a lost gas cap, which was thankfully found on the runway the following day. The event attracted pilots from near and far, with three airplanes from Oklahoma and at least two from Florida making the journey.

After an unforgettable experience, Terry and Jim embarked on their return flight home to Page Airport, a 13 tach-hour journey or 15.5 hours, culminating in a late-night arrival just before midnight.

Their adventure serves as a testament to the allure of backcountry flying and the strong sense of community within the aviation world.



# Coming Events

## August

**3 Aug 2024** - Ponca City Aviation Booster Club Fly-In/Drive-In Breakfast - 7-10:30AM (KPNC)

**10 Aug 2024** - EAA 1612 Pancake Breakfast - 8-9:45AM (1K4)

**31 Aug 2024** - EAA Chapter 88 61st Annual Air Capitol Fly-In - 8AM-4PM (KAAO)

## October

**12-13 Oct 2024** - Cushing Fly-in Fair (KCUH)

**12 Oct 2024** - EAA 1612 Pancake Breakfast - 8-9:45AM (1K4)

## September

**14 Sep 2024** - EAA 1612 Pancake Breakfast - 8-9:45AM (1K4)

**28 Sep 2024** - Max Westheimer Aviation Festival - 9AM (KOUN)

# Webinars

## 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](http://www.faasafety.gov) for details.

## FAASTeam Webinars

The FAASTeam sponsors thousands of aviation safety seminars and webinars throughout the country each year. These interesting and informative seminars and webinars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations.

You can find these webinars at <https://www.faasafety.gov/spans/events/eventlist.aspx>

Visit [rb.gy/352l9](https://rb.gy/352l9)  
or scan the QR code below  
for a list of available webinars



# Chapter Pictures

## *Oshkosh & Build Updates*



Check the chapter website for more pictures and information

**1612.eeachapter.org**



# Chapter Pictures

## *Oshkosh & Build Updates*

Our new Ch 1612 directional sign in front of the Blue Barn at OSH 24



Our two Ray scholar chapter members Antonin and Jayden after the Ray Scholar Corn Roast at OSH 24



Check the chapter website for more pictures and information

**1612.eeachapter.org**





# AIRCRAFT



Aircraft: 1978 PA38-112 PIPER TOMAHAWK

Engine: Lycoming O-235-L2C

Seats: 2

# \$34,900



- Stored in hangar
- Fresh Annual
- Lycoming O-235-L2C
  - TSMOH 2310(2400 TBO)
  - 7262 TTSN
- Skytec Starter
- SureFly electronic ignition
- Engine heater
- GT50 clock G meter
- AGM-battery

Contact Michael McCurdy  
(405-202-9941)

# Chapter 1612

## Meeting Minutes

13 July 2024



- 1000 Meeting called to order by President Eric Muehlberg
- Attendance: 34 members
- Discussed Brian Stenseth's finished Excaliber project
- VMC Question: Engine out emergency landing
  - Air Force MATL
    - Maintain aircraft control
    - Analyze the situation
    - Take appropriate action
    - Land as soon as possible
- New Members
  - Steve Vaught
  - Harrison Risenhoover
  - Eric Rice
  - Jim Hoffman
- Jaden has completed her cross country solo
- Chapter video viewed
- \$466 made at today's pancake breakfast
- What is it question - Winton Facet Opal
- Jim Thomas discussed Johnston Creek Trip in Idaho
- 1120 Meeting adjourned



# 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 use today!

**President**  
Eric Muehlberg  
405-923-6749  
smuehlberg@pldi.net

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

## Chapter Leadership & Contacts

**President - Eric Muehlberg**  
405-923-6749 - smuehlberg@pldi.net

### **Vice President**

Frank Lucky Macy  
484-326-1465  
luckymacy@hotmail.com

### **Treasurer**

Columbus Nobles  
405-517-8202  
Cnobles@reagan.com

### **Secretary**

Brian Stenseth  
623-388-7651  
LC130@hotmail.com

### **Technical Counselor**

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

### **Website Editor**

Nicholas Rutledge  
405-205-9002  
nicholas.p.rutledge@gmail.com

### **Flight Advisor**

Mitch Williams  
405-574-6842  
mitchw1962@gmail.com

### **Eagle Flight Leader**

Jim Thomas  
405-250-5397  
buster40511@gmail.com

### **Young Eagle Coord.**

Robert & Christy Self  
580-799-2572  
robert.self@ymail.com

### **Young Eagle Coord.**

Travis Scafe  
405-615-8910  
travisscafe@gmail.com

### **Young Eagle Coord.**

Victoria Stevens  
TBD  
victoryintruth@protonmail.com

### **Chpt. Membership Coord.**

Tim Muehlberg  
817-705-6560  
eaa.chapter.1612.ok@gmail.com

### **Newsletter**

Olan Hodges  
214-585-2561  
olanhodges@gmail.com





# EAA CHAPTER 1612 MEMBERSHIP FORM



Name: \_\_\_\_\_

Phone: \_\_\_\_\_

EAA Member#: \_\_\_\_\_

E-mail: \_\_\_\_\_

Address: \_\_\_\_\_

Date: \_\_\_\_\_

What are your aviation interests / goals?

---

---

Are you a pilot? If so, what rating do you hold?

---

---

Do you hold a maintenance rating? If so, what rating do you hold? \_\_\_\_\_

---

Have you built / restored or are you building / restoring an aircraft? If yes, what type(s)? \_\_\_\_\_

---

Are you contemplating building or restoring an aircraft? If yes, what type(s) interest you the most? \_\_\_\_\_

---

Do you own or have you owned an aircraft? If yes, what type(s)? \_\_\_\_\_

---

What type of presentations would you like to see at future meetings? \_\_\_\_\_

---

**Chapter Meetings are the 2nd Saturday**  
**Chapter dues are \$20**

*Chapter mailing address is:*  
**EAA Chapter 1612 Chapter President - Eric Muehlberg**  
**954 Redbud Lane 405-923-6749**  
**Newcastle, OK 73065**