



THE SPIRIT OF AVIATION

Chapter 1612

April 2024

Newsletter

Volume 6 - Issue 4



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EAA Chapter 1612 Newsletter



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

From the Front Seat—President Eric Muehlberg

This Saturday will be our chapter's first opportunity to conduct the monthly Fly-in/Drive-in breakfast at the David J. Perry Airport. The breakfast will start at 0800 and conclude at 0945. This will allow us time to reconfigure the room for our regular chapter meeting which begins at 1000. Our Young Eagle Coordinators will also be conducting a Young Eagle rally during the breakfast. We have several students from the Mustang and Lexington High School Aviation programs scheduled to attend. So come out and see if we can keep all the balls in the air without dropping any. Although I'm confident that our chapter members are up to the task of pulling this off successfully.

Last Thursday evening we conducted an interview for our first Ray Scholarship candidate. Jayden Warren impressed everyone with her poise and composure with what must have been a high pressure situation for someone her age. After the interview it was a unanimous decision to select her as our first Ray Scholarship candidate. Jayden has logged 24+ flight hours and has passed the FAA Private Pilot written exam. She has been taking her flight training at the Sundance Airport. The scholarship is worth \$11,000 to be used toward her Private Pilot flight training. Her goal is to complete her check ride by the end of August when she is scheduled to begin the Aviation Management degree program at the University of Oklahoma. Her ultimate goal is to become a commercial airline pilot. We are very fortunate to have such a qualified candidate become our first Ray Scholar. Jayden will be at the April chapter meeting so everyone will have the opportunity to welcome her to our chapter family.

On the AirVenture front, the world's only two flying examples of the Boeing B-29 Superfortress will make a rare joint appearance this summer during AirVenture, supporting the "Turning the Tide" salute to 1944 and the 80th anniversary of D-Day. It is believed to be only the fourth time two B-29s – FIFI from the Commemorative Air Force in Texas and Doc from Wichita, Kansas – have made a joint public appearance in 50 years, with the first taking place in Oshkosh in 2017. It is the first time these aircraft have appeared together anywhere since 2018. As currently scheduled, each airplane will spend time featured on EAA's Boeing Plaza. FIFI will be on display on July 22-24, while Doc will take centerstage for display on July 25-28. The airplanes are also scheduled to make a formation flight at the beginning of the July 24 night air show. In addition, Doc is scheduled to provide flight experiences based at Appleton International Airport on July 22-24.

As I've already mentioned our next regular chapter meeting will be on 13 April at 10:00 am at the David J. Perry Airport (1K4) terminal building. We'll also have the usual VMC question and discussion, the "what is it" challenge, this month's EAA Chapter Video, and a presentation or two that I'm sure you'll find interesting. If you can't make the breakfast I'm sure there will be some coffee leftover. Although it's hard to say what Mother Nature will provide in the way in weather, the forecast doesn't look too bad for early April. So come out and enjoy a bit of aviation centered conversation and fellowship. Hope to see many of you this Saturday.

Tailwinds,

Eric Muehlberg



Meeting Location

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

This month's meeting is at the David J. Perry Terminal building (1K4) on 13 April 2024 from 1000-1130. The Chapter will supply donuts and coffee. If you have questions contact Eric Muehlberg at 405-923-6749 or smuehlberg@pldi.net.

What If Drill...Nesmith/Eaves Cougar

The Wittman Tailwind continues to get a lot of notoriety even today, but what of its long-lost cousin the Nesmith or Eaves Cougar. The Cougar was designed by Robert Nesmith of Houston TX in 1957. Nesmith modified the Tailwind design with a few differences. First, he added a few inches in length to the fuselage, removed the flaps, and swapped a Lycoming O-235-C1 for the Continental C-85 Wittman recommended for the early Tailwinds. Mr. Nesmith kept Wittman's wing design retaining the NACA 4309 airfoil and 82 square feet area. The wing, however, has the same 82 square feet and the same NACA 4309 airfoil. According to published figures, the Cougar was 76 pounds lighter with a heavier engine and landed at the same or a lower speed without benefit of flaps. As I understand and you more seasoned members may know more, Nesmith sold plans for much less than Mr. Wittman, so eventually there was a riff resulting in the removal of the plans. Along comes Mr. Leonard Eaves (ask Eric or the Page Bunch for details) who built a version of the Cougar and then began marketing plans himself. Leonard's Cougar was quick and with the standard Continental C-85 it would cruise at 135 MPH and stall at 60 MPH while burning 5 gallons per hour at cruise. Since Leonard's death in 2012, the plans for the Cougar are no longer available for sale. Just a quick note, as of March 2024, Leonard's Cougar N6484D is still flying in Texas—what a legacy!

Could a Cougar be constructed today even without plans. I believe a Cougar could be built today by re-engineer a set of Wittman Tailwind plans as Mr. Nesmith and Eaves did in the late 1950s. The current Tailwind W-10 wingspan would be used including Wittman's trapezoidal wingtips. However, I would replace the W-10 airfoil which is a mix of NACA 4309 top surface and NACA 0006 lower surface with the NACA 4309 as in the W-8. I would eliminate the flaps as the Nesmith Cougar stalls speed was found to be 55 MPH with the NACA 4309 airfoil and smaller span. The Lycoming O-235 of 115 HP would be a good engine and if the aircraft is kept light—around 780 pounds empty weight—performance

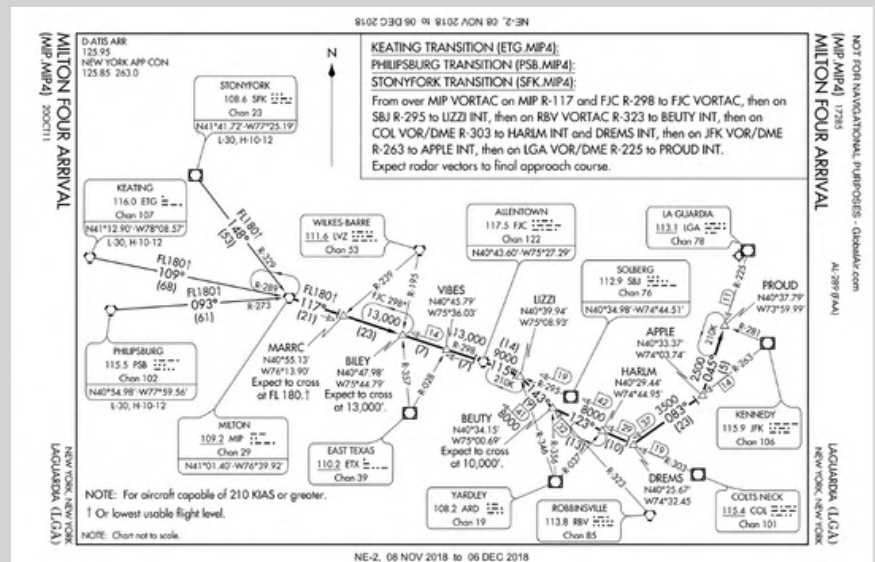
should be very good. A similar Cougar with the small 82 square foot area wing built by Jack Holcomb in the early 1960s was able to reach a top speed of 162 MPH, cruise at 150 MPH, and stall at 55 MPH as advertised. Of note is that Mr. Holcomb used fiberglass instead of plywood to cover the wings on his Cougar much like Ron Scott did on "Ole Ironsides" (see Sport Aviation XXX). So even in the 1960s builders were looking for cost effective alternative to expensive aviation construction materials. Searching Budd Davvison's Air Bum pilot reports I calculate a Cougar could be constructed for about \$24,000 today and that is the equivalent to what Mr. Holcomb spent to construct his aircraft in 1965! Let me know what you think of the Nesmith/Eaves Cougar by sending an email to FAA48@aol.com or let Eric know your thoughts. Until next month...



Dennis D'Angelo

VMC Question(s) of the Month

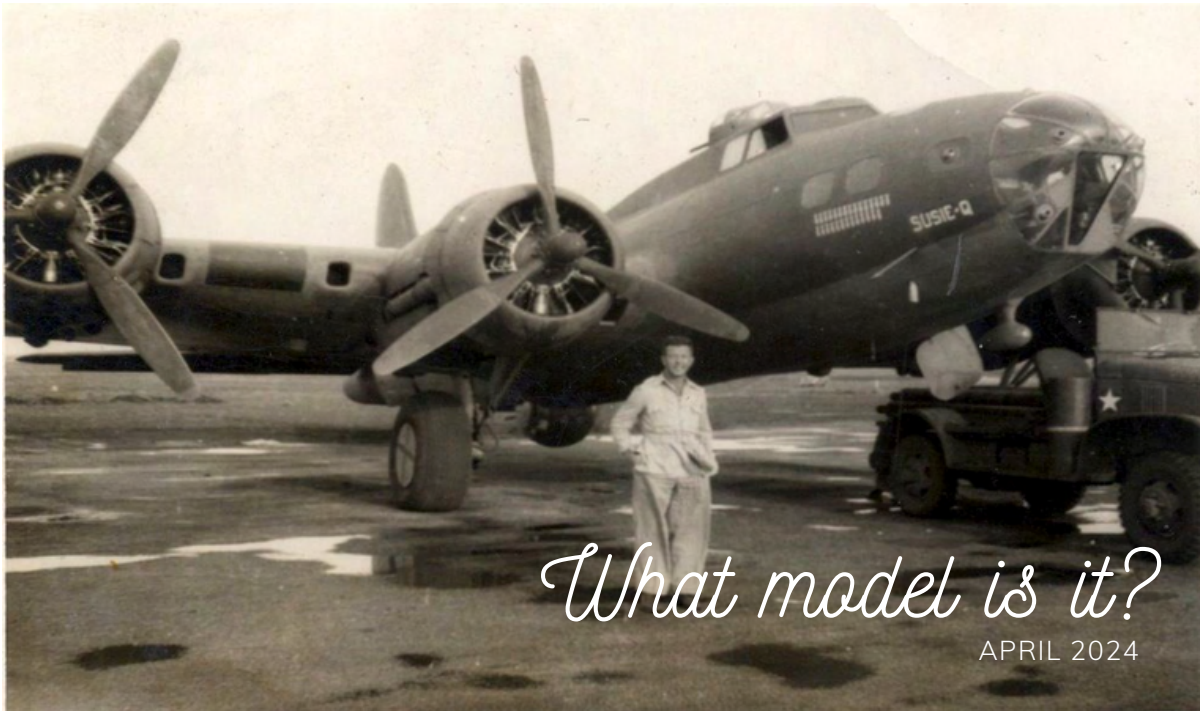
You are cruising VFR at 10,000' MSL and using ATC for flight following, when ATC gives you a crossing restriction of 5,000' for a fix that's 10 nautical miles ahead. You're cruising at 120 knots ground speed. What pitch is needed to cross the fix as directed and what will your vertical velocity be to make the restriction with a constant ground speed of 120 knots?



What is it?

March 2024 Aircraft

The HORTEN HX-2 is a state-of-the-art, economical, two-seat light aircraft. The German aircraft manufacturer Horten Aircraft presented the prototype of a civilian “flying wing” private plane at the AERO aviation fare in Friedrichshafen, Germany, in 2019. The aircraft is still in the test phase of development; however, when flown at the long-range cruise speed of 87 mph, the HX-2’s 100 hp Rotax 912 iS Sport engine demonstrated a fuel burn of 2.64 gallons per hour. With 64.4 gallons of fuel capacity, this translates into a preliminary range of 2,123 miles and an endurance of over 24 hours. Horten predicts a maximum cruise speed of approximately 170 mph.



Chapter Merch

Chapter 1612 T-shirts are now available in your choice of color and size. The 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 \$20.00



Tool Crib

Visit the Chapter 1612 website (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.

Coming Events

April

13 Apr 2024 - EAA 1612 Pancake Breakfast (1K4)

13 Apr 2024 - Flying Aggies Fly-in 11AM - 3PM (KSWO)

26-28 Apr 2024 - Critter's Lodge Fly-in & Campout (TE01)



June

1 Jun 2024 - Wings & Wheels Airshow & Car Show (KCHK)

8 Jun 2024 - EAA 1612 Pancake Breakfast (1K4)

May

4 May 2024 - Pauls Valley Hamburger Fly-in (KPVJ)

5 May 2024 - Donuts & Coffee (Every Sunday) - 8-10AM Alva OK (KAVK)

11 May 2024 - EAA 1612 Pancake Breakfast (1K4)

17-18 May 2024 - Rod Trowbridge Memorial Fly-in (K50)

24-25 May 2024 - Arklahoma STOL - Patriot Airpark

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 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
or scan the QR code below
for a list of available webinars



Chapter Pictures

Smokin' Joe's March Flyout



Check the chapter website for more pictures and information

1612.eeachapter.org



Chapter Pictures

Jake's Place March Flyout



Check the chapter website for more pictures and information

1612.eaachapter.org



Chapter Pictures

Eclipse Watching



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Chapter 1612

Meeting Minutes

9 March 2024



- 1000 Meeting called to order by President Eric Muehlberg
- Attendance: 31 members
- Ray Scholarship discussed for candidate choices
- Discussion about Class B & C airspace rules
- What is it? HX-2 Horten
- EAA HQ Chapter Video
- 50/70 rule of thumb for Vr speed
- Discussion on taking over pancake breakfast
- Lexington High School awarded \$500 for AOPA Aviation Program from Goldsby Pancake Breakfast
- Chapter survey results reviewed
- Cutting tool added to chapter tool crib
- 1130 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!

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Visit the chapter website at
1612.eaachapter.org

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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:
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