



EAA Chapter 1612 Newsletter



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

Volume 4 Issue 2

9 February 2022

From the Front Seat—President Eric Muehlberg

It looks like the snow will finally melt from our runway here at Cole Airpark by today (Tuesday). I'm ready to get something in the air again. As you may know there are a few advantages and disadvantages of living on a turf runway. Some of the disadvantages include: the grass has to be cut, too much rain can be a problem, and then there's snow. Snow is a unique problem here in Oklahoma as it doesn't happen all that much. When it does, it's usually gone in a day or so. Of course the 6 to 7 inches we just received was the exception to the rule. Unlike the paved runways, we can't just plow it without tearing up the turf underneath. So we have to wait for it to melt and fortunately this being Oklahoma that's never very long. I've been flying off this runway for almost 18 years now and after a big snow like this, I've often thought it might be kind of neat to obtain or make a set of skis for my Fisher Avenger. Of course we only get a snow like this once every 2 or 3 years, so I've never really pursued the idea. I'd like to know if any of our chapter members have flown with skis and what one needs to know when attempting to do so. I'd like to briefly talk about the idea at our February meeting this Saturday.

The **first ever EAA Chapter Leaders Boot Camp in Oklahoma** will take place on 19 March at the Charles Page building at the Wiley Post airport. I encourage everyone to consider attending this one day free chapter educational experience. Most folks have to travel hundreds of miles to attend one of these events. Also, this training isn't just for current or future chapter officers; it's for all chapter members interested in improving and growing their chapter. There are only 45-50 slots available for the boot camps and its first come, first served on the registration slots. With 11 EAA chapters in Oklahoma and many more in the surrounding states I expect the slots to fill quickly. I guarantee you won't regret attending. <https://www.eaa.org/eaac/eaa-chapters/chapter-leadership-training/Chapter-Leadership-Boot->

Camp.

It's official—the EAA Ford Tri-Motor will be coming to town 14-17 April at Sundance airport. The three OKC EAA chapters are hosting the aircraft for this visit. This creates a great opportunity to not only take a flight on this 1927 airliner, but to volunteer at this event. It's a rare chance to get up close and personal with this aircraft while it is here in OKC. Our chapter volunteers help with the daily event setup, preflight safety briefings, loading and unloading the passengers, and fueling and ground handling of the aircraft. In almost every case, those who volunteer will be offered a free flight on the aircraft. Ask any of us who have worked with this aircraft in the past, and we'll tell you what a great experience it was and why we'll be doing it again. Volunteer shifts are 4 hours mornings and afternoons each day the aircraft is here. Let me know if you are interested in working with us as a Ford Tri-Motor volunteer.

It's time to collect membership dues for 2022.

The chapter treasury could use a bit of a cash infusion right about now. So if you haven't paid your dues for this year, you may do so at the meeting or mail them in; either way would be greatly appreciated.

At this Saturday's meeting we'll have the usual VMC question and discussion, this month's EAA chapter video, and **a couple of presentations by Jerry Calvert on aviation engine oil and Alan**

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Bumbaugh on his Vans RV that I'm sure you'll find interesting. Dennis will make sure there's hot coffee and donuts on hand. So come out and enjoy a bit of aviation-centered fellowship and conversation.

Hope to see many of you this Saturday, so until then...

...tailwinds.

Eric



EAA Chapter 1612

Understanding Your Engine's Oil



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

This month's meeting is at the David J. Perry Terminal building (1K4) on 12 February 2022 from 1000-1130. Chapter will supply donuts and coffee. If you have questions contact Eric Muehlberg at 405-923-6749 or smuehlberg@pldi.net.



David J. Perry Airport (1K4)

Mooney Mite II — A What If Drill

What if you could replicate the Mooney Mite (M-18C) making it about 10% larger to accommodate we slightly larger folks? The M-18 design goal was extremely low operating costs—producing high



performance on low horsepower. The Mite is constructed of fabric-covered wood, with a single spruce and plywood "D" wing spar much like the Bellanca Viking. The wing aft of the spar is fabric covered and uses the venerable NACA 64A215 airfoil. The mini-Mooney had a wingspan of approximately 27 feet, a length of 18 feet, a wing area of 96 square feet, and a gross weight of 780 pounds. If we were to add 10% to these figures, the Mite II would have a wingspan of 29.5 feet, a length of 20 feet and a wing area



of 106 square feet while tipping the scales at 860 pounds gross weight.

While still diminutive in size, it would allow for a 200-pound pilot plus 15 gallons of fuel. If the Continental O-200 engine was used in place of the Continental A-65, you would have the FAA required fuel minimums to support the 100-horsepower engine. A few more calculations and the aircraft would stall at 50 MPH with a maximum power cruise speed of 135 MPH. If you build the aircraft with fixed tricycle landing gear, the cruise speed would decrease by 10 MPH, but you would

have a Sport Pilot legal aircraft.

Now I am not going to say this would be an easy or inexpensive build, but it would be very stylish when in the air and on the ground. So let me know what you think at the next meeting.

dd

"WHAT IF YOU COULD REPLICATE THE MOONEY MITE (M-18C) MAKING IT ABOUT 10% LARGER TO ACCOMMODATE WE SLIGHTLY LARGER FOLKS?"

VMC Question of the Month

The question:

Here is simple question; maneuvering speed (pick the most correct) decreases/increases/remains the same with a decrease in weight ? Why?



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What is it?



It is a Limbach Gusty created by the late Gus Limbach in the 1960's. Gus was a well-known Minnesota aviator; and while working in Belgium, Gus became interested in the Belgian homebuilt design, the Topsy Nipper. Wanting an inexpensive aerobatic aircraft, Gus patterned the Gusty after the basic Nipper design. The Gusty had a wingspan

of 19'8", length 15' 5", and a gross weight 700 lb. Using a Continental C-85 engine, it had a climb rate of 1900 ft/minute, a top speed of 160 mph, and a stall speed of 48 mph—all this while consuming only 5-6 gallons of fuel per hour. It could withstand more than 9 Gs.



Here is the March 2022 "What is it?"

Don't Miss These Coming Events



19 Feb 22 David J. Perry Fly In Pan Cake Breakfast 8AM-10AM rain or shine.

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

19 Mar 22 EAA Chapter Leadership Bootcamp, Bethany OK, USA

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

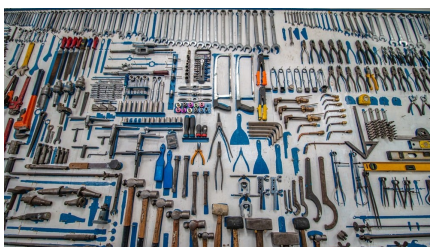
14-17 Apr 22 EAA Ford Trimotor Event, Sundance Airport OK, USA

More coming next month



Tool Loaner List—

Check our website for more info



Chapter Meeting Pictures



Eric Preparing for Awards Presentation



Columbus Nobles Treasurer



Tim Muehlberg Chapter Service Award



Cristy Self Young Eagles



Hey, you'd better read the entire newsletter?



Chapter 1612 Meeting Minutes January 2022

- Meeting called to order at 10:00 AM by President Muehlberg
- Dues discussed and collected by Chapter Treasurer Nobles
- Upcoming Chapter Leadership Bootcamp discussed
 - Tri-Chapter sponsored with date of 19 March 2022
- Tri-Chapters to sponsor EAA Ford Trimotor in May 2022 timeframe. More to follow on exact date and time
- President Muehlberg discussed his visit to EAA HQ and leadership actions for calendar year 2022
- Calendar year 2022 is 30th Anniversary of EAA Young Eagles program and discussions centered on how Chapter may support
- Vice President D'Angelo addressed VMC Question and the What Is It aircraft; Saab MFI 17 and Limbach Gusty
- President Muehlberg gave a presentation on salvaging the inclinometer from an unusable Turn and Bank indicator. Recycling the \$5 Fly Market find saved Muehlberg and estimated \$95 dollars in costs for a new inclinometer from Aircraft Spruce.
- President Muehlberg discussed his new Zenith 750 STOL project.
- President Muehlberg opened the floor to questions, and none were presented.
- Meeting closed by vote at 11:33.



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;

EAA Chapter 1612
954 Redbud Lane
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Chapter Meetings are the 2nd Saturday

Chapter President - Eric Muehlberg
405-923-6749