



EAA Chapter 1612 Newsletter



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

Volume 3 Issue 9

8 September 2021

From the Front Seat—President Eric Muehlberg

We were finally able to hold the spot landing contest before our August meeting. We had a good mix of aircraft for the event and the scores were close. The event was won by Jim Bynum in this trusty Piper Cherokee. Thank you to Jerry Calvert for heading up the scoring and judging group. And to Tim Muehlberg and Darlene Bynum for the photos and videos of those who participated. Some of the videos and photos will be posted on our chapter website in the near future.

We had an excellent turnout for our August meeting. During the meeting I played a video of a unique opportunity that came my way while volunteering at the Blue Barn at Oshkosh this year. On Wednesday, 28 July, I was offered a flight with Sean D. Tucker in his



Eric's preflight with Sean Tucker

Gamebird GB1. He was offering flights to a few Young Eagle volunteers, and I just happened to be in the right place at the right time. Fortunately

the offer came before I had eaten lunch, so I said yes. When we met over at the Week's hangar on the north side of the airport I asked if it would be possible for him to demonstrate some maneuvers that I could fly in my Panther during our flight. I told him my only aerobatic experience was a few rolls in an RV-4 over 20 years ago. Once out of the airshow area, we flew for about 30 minutes doing rolls, wingovers, loops and hammerhead turns. He would demonstrate the maneuver and then have me repeat it. It was great fun and although I didn't do the takeoff or landing, I did get a fair amount of stick time in his GB1.

Once we were back on the ground and out of the plane, this crew chief handed me a memory card from the GoPro that was in front of me in the cockpit during the flight. That's the video I presented at the meeting. If you missed it, once Nick Rutledge gets back from vacation we'll get some of the flight video posted on our chapter website.

Two new members joined the chapter last month, Jeffrey Brown and Vergil Caskey. Jeffrey is a private pilot and recently purchased a lot and hangar at Cole Airpark. He has an Aventura II amphibious seaplane kit on order and is looking forward to starting its construction. Vergil is a private pilot with single-/multi-engine land CFI ratings. He has owned a Cessna 310K in the past; currently has a Sling aircraft and is interested in a two-place STOL aircraft in the future. Welcome to the chapter!

From noon to 3:00 pm on Saturday 21 August, Brian Rohr and I hosted an "Open Hangar" fly-in/drive-in at Cole Airpark. This was an opportunity for those who were interested in taking a look at the projects underway in our hangars. Around 20 or so folks flew or drove in to take a look at what we were working on. I would like to hold a similar event at the Page airport in the future as there are currently several interesting projects in various stages of construction on the airport.

Here are a few upcoming nearby events that you might be interested in attending: 17-18 September, Zenith Annual Open House at Mexico, MO. 23-25 September, Texas STOL competition in Gainesville, TX. 29 Sep-3 Oct, ARKANSTOL competition at the Byrd's Adventure Center (51AR) near Cass, AR.

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The September fly-in/drive-in meeting will start at 9 AM until 1030 AM at the David J. Perry Airport (1K4). We'll have the usual VMC question, EAA chapter video and a presentation or two that you'll find interesting. The Chapter will provide coffee and donuts. I'm looking forward to seeing many of you this Saturday.

Tailwinds,

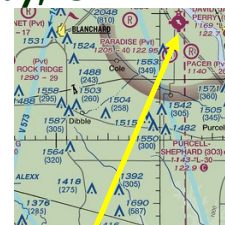
Eric



Eric's receiving an award at EAA AirVenture

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

This month's meeting is at the David J. Perry Terminal building (1K4) on 11 September 2021 and will start at approximately 0900 and run until 1030. The chapter will provide donuts and coffee. If you have questions contact Eric Muehlberg at 405-923-6749 or smuehlberg@pldi.net.



David J. J. Perry Airport (1K4)

Ol' Ironsides II — A What If Drill

OK, I was daydreaming again and thought what if one were to reimagine the Scott XS-1 Old Ironsides (image below) into a somewhat more



"...WHAT IF ONE WERE TO REIMAGINE THE SCOTT XS-1 OLD IRONSIDES..."

modern version of this classic home-built? After meeting Paul Poberezny in 1959, Ron Scott designed his own aircraft patterned loosely after the Wittman Tailwind or Hanson Woodwind. Scott designed the aircraft to be a single-place wood aircraft with fiberglass covering instead of more expensive plywood. The 19.5' span (72 sq ft area) aircraft tipped the scales at 1250 pounds gross weight and cruised at 135 MPH on 85 HP.

So what would I change? Just a few things. The XS-1 used the older Wittman W-8 airfoil, so I would change to the W-10 modified NACA 4309 with the new W-10 trapezoid wing tips, increasing the span to 24' (92 ft sq area). Like the Scott XS-1, the wings would be covered not in plywood, but with fiberglass sheets made from two layers of 4 oz boat cloth. With the current cost of wood, I would contemplate constructing the fuselage out of 4130 steel tubing fabric covered; however, I could be coaxed into building the fuselage frame from the spruce

covered with fiberglass sheeting like the original. I would replace Mr. Scott's hand built fiberglass landing gear with the Wittman tubular steel gear used on the W-10 Tailwind. For power either a Continental O-200 or Lycoming O-235 would do the trick. My guess would be the metal fuselage and larger Lycoming engine would up the empty weight from 720 lbs to 790 lbs, and I would up the Gross Weight from 1125 to 1250. I estimate the plane to cruise in the 140 MPH range with stall speed being about 50 MPH, so it would be a legal Light Sport Amateur Built airplane.

I believe many of the older classic home built airplanes would be great to reimagine—provided you can still find engines to power them. Search EAA Sport Aviation Archives for more daydreaming examples. Then I won't be the only one wasting time.

Keep 'em flying.

dd
Denny D'Angelo

VMC Question of the Month

The question:

Why is there a significant and visible difference between the magnetic variation (as depicted by the dashed line) for the airport and the VOR located at the same airport? For example, should not 360 radial point to the magnetic (compass) north?



What is it?



Congratulations to Dennis Fox who correctly identified the aircraft as a Stolz Starlet.

The Starlet features a strut-braced parasol wing, a single-seat open cockpit with a windshield, fixed conventional landing

gear and is a single engine

The aircraft fuselage is made from welded 4130 steel tubing, while the wing is made from wood and covered in doped aircraft fabric. Its 25 ft span wing employs a Clark YH airfoil and has an area of 83 sq ft. The recommended installed power is 65 to 125 hp, and engines used include the 65 hp Volkswagen air-cooled engine, the 80 hp Rotax 912UL, 100 hp Subaru EA-81, and the 65-100 hp Continental motors.

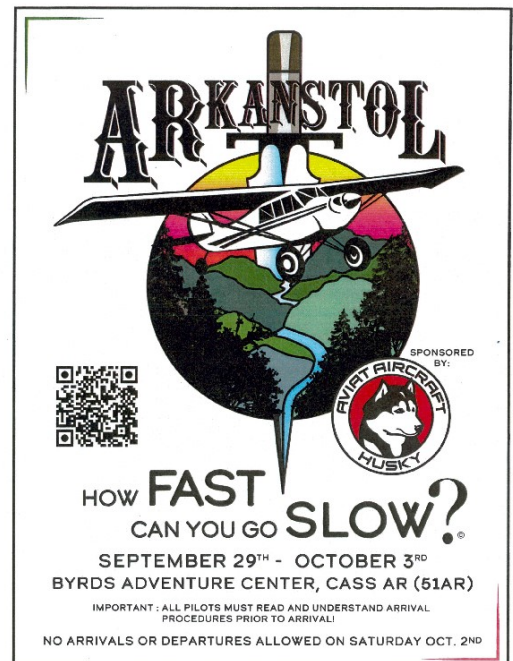


Here is the October 21 "What is it?"

Don't Miss These Coming Events



- 18 Sep, David J. Perry Fly-In Pancake Breakfast, David J. Perry Airport, Goldsby, OK
- 17-18 Sep, Zenith Annual Open House at Mexico, MO.
- 23-25 Sep, Texas STOL competition in Gainesville, TX.
- 29 Sep-3 Oct, ARKANSTOL competition at the Byrd's Adventure Center (51AR) near Cass, AR.
- 6 Nov, Oklahoma Antique Aircraft Association Fly-In and Car Show, Paul's Valley Mun Airport, OK.



ARKANSTOL

HOW FAST CAN YOU GO SLOW?

SEPTEMBER 29TH - OCTOBER 3RD

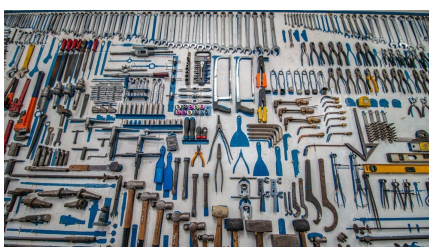
BYRDS ADVENTURE CENTER, CASS AR (51AR)

IMPORTANT: ALL PILOTS MUST READ AND UNDERSTAND ARRIVAL PROCEDURES PRIOR TO ARRIVAL!

NO ARRIVALS OR DEPARTURES ALLOWED ON SATURDAY OCT. 2ND

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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Ms. Victory Stevens





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
405-923-6749