



# EAA Chapter 1612 Newsletter



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

Volume 3 Issue 8

11 August 2021

## From the Front Seat—President Eric Muehlberg

It's been a week since I returned from Oshkosh 2021. It's great to say that fact since I wasn't



able to do that last August. The event was a big success for EAA, and everyone I talked with was happy to get the chance to return this year. Sometimes we don't realize how important something is until it isn't there. I thoroughly enjoyed my 10 days at Wittman Regional Airport this year. I made it to all the major areas with the exception of the Seaplane Base this year. I really enjoyed being in the Warbird area during their daily airshow performance. V-12s and round engines starting and taxiing out and then returning after their part of the show was over was a treat for my eyes and ears. There's nothing like being up close and personal with WWII aircraft. The STOL competition was great again this year. Steve Henry in #44 held off the competition again, but there were several competitors that were hot on his heels. There were several thousand folks down at the Ultralight field for each of the three events.

I know this is beginning to sound like a broken record, but we are going to try to fly our spot landing contest again this Saturday. The

weather owes us a break. Those who plan to participate need to be on site by 9:00 am for a pilots' briefing. We'll discuss the rules and draw straws to determine the order of flight. Plan to begin the event by 9:30 and finish when everyone has had their chance to impress us. We'll also need a few folks on the ground to



Take that spot landing you Fat Tire Cowboys

help grade the spot landings. These events are always a lot of fun to fly and watch. This is a free event and, no, we aren't passing out trophies this time, but the bragging rights are definitely the same. There will be donuts and coffee available in the morning in the terminal building.

With the spot landing contest taking most of the available manpower, we won't have a traditional meal before the meeting. After the event we'll move inside and have a short meeting, talk about everyone's Oshkosh experience, and announce our winners of the spot landing competition. There is no Chapter video this month, but I'll have an interesting video from Oshkosh to show everyone and a brief presentation on a unique Warbird that attended OSH 2021.

### Inside this issue:

MEETING LOCATION	2
SUPER DUPER CHAMP	2
VMC CLUB QUESTION	2
WHAT IS IT?	3
CHAPTER MARKET PLACE	3
CHAPTER PICTURES	4
CHAPTER INFORMATION	5
Chapter Application	6

Our next Young Eagle rally is the 25th of September at the El Reno Airport Fly-In. We flew over 50 Young Eagles last year, and I expect it to be about the same this year. Thank you to everyone who helped make the event possible last year and hope you can make it out again this time. We haven't received the day's schedule event yet. Hopefully we'll be able to provide more information next month.

Look forward to seeing you this Saturday.

Tailwinds,



# EAA Chapter 1612 Newsletter

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

This month's meeting is at the David J. Perry Terminal building (1K4) on 14 August 2021 and will start at approximately 1030 and run NLT 1200. The chapter will provide donuts and coffee. Yes, we will try (again) to hold a Spot Landing Contest event from 0930-1030, so participating pilots should arrive to make the safety meeting at 0900. If you have questions contact Eric Muehlberg at 405-923-6749 or smuehlberg@pldi.net.



David J. J. Perry Airport (1K4)

## The Super Duper Champ - A What If Drill

I was daydreaming while flying my Aeronca 7AC Champion (Champ) the other day and wondered what the Champ's performance would be like if I installed a Lycoming O-235 (115 HP) engine and changed the airfoil to a NACA 23012—the airfoil that is on a Taylorcraft?



**“WHAT IF I  
INSTALLED A  
LYCOMING O-235  
(115 HP) ENGINE  
AND CHANGED  
THE AIRFOIL TO A  
NACA 23012?”**

Why would I want to do such a thing? First, the O-235 would give the aircraft better climb and high altitude performance than the standard Continental A-65. Next, the NACA 2300 series airfoil has great lift capability at relatively low drag. The “2300” was the airfoil that C. G. Taylor wanted to put on the Piper Cub, but William Piper argued against and we all know where that story eventually led. The drawback to the swap is the NACA 2300 airfoil has a much “nastier” stall than the docile NACA 44012 on the Champ; however, I believe the benefit is worth the effort.



After a stop on Brian Rohr's hangar this past weekend and seeing his D&E Aircraft wing kit for his STOL Chaser airplane, I believe the conversion would be possible. Brian has installed a D&E wing on his aircraft that uses the Riblet GA 30613.5 airfoil which is great for STOL as Brian wants. For the Super Duper Champ, I am looking for high density altitude performance and increased cruise speed, mixed with short field capability (NOT necessarily STOL). The D&E company has such a wing that will fit the Champ all I would have to do is add fuel

capacity to meet the FAA minimum fuel requirements for the Lycoming. Of course, there would be a lot of effort needed to complete the FAA (Form 337) paperwork, but I believe it could be done in time.

Would I really do this to my current airplane? Probably not, but what if I could find another donor aircraft? Well there I go daydreaming again. Let me know your thoughts.

**dd  
Denny D'Angelo**

## VMC Question of the Month

### The question:

When flying VFR in a single engine land airplane, how low can you legally fly and what FAR provides the information?



What is it?



It is a Micro Mong Sport by Ed Fisher. Ed Fisher, an avid compiler of Mong Sport history, in 1981 met with designer Ralph Mong. After the completion of the Fisher Skylite, Fisher suggested building an ultralight version of the Mong Sport. A custom built ultralight prototype was built for Fisher, called

the Travelight. A second model was constructed, built for pilots up to 6' 2", which became known as the Mico Mong. The fuselage is welded 4130 steel tubing. The front wing spars are 2.5 in aluminum tubing, with aluminum ribs and aircraft fabric covering. If equipped with a Rotax 277 engine, the aircraft meets American FAR 103 Ultralight Vehicle standards by weighing less than 254 lbs. The wing area of the ultralight version is larger than the heavier Mong Sport it replicates, in order to keep the stall speed low.



Here is the September 21 "What is it?"

Starduster II and Skybolt Plans + Factory Rib Jigs

Call Eric at 405-923-6749, or email at smuehlberg@pldi.net and make offer. Proceeds go to the Chapter.



Chapter Market Place

Zenith STOL CH750

Zenith CH 750, Rotax 912ULS, Skyview glass panel, 65hrs eng/airframe, always hangared, nice paint, at C.E. Page (KRCE), call Dan 405-830-6300, make me an offer.



1946 Ercoupe 415C N3695H

Engine is a C-85-12 with metal propeller. The aircraft has a new windshield, Cleveland brakes, King Transponder with encoder—no ADS-B. Flightline 760 radio with intercom and Garmin 496 GPS.

Total Time A/F 2126

Total Time Since Engine OH 506.7

Annual due 15 APRIL 2022

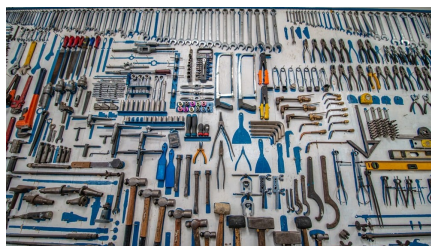
Located at 1K4 GOLDSBY. Contact Fred Bucklin at H 405-364-6315, C 405-905-8523.

Asking price is \$18,500



Tool Loaner List—

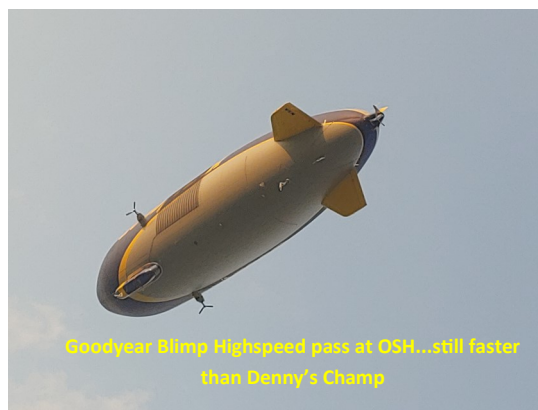
Check our website at for more info





## Chapter Meeting Pictures

Brian Stensith provides the pictures below of his Excalibur project. The aircraft has MGL avionics (<http://www.mglavionicsusa.com/>) and a fuel injected Hirth 55 HP two-stroke engine (<https://hirthengines.com/>) driving a 65 inch Powerfin composite propellor. The covering is polyester cloth finished with high gloss latex house paint as demonstrated by Malcom Morrison of Wiener Dog Aero (<http://www.wienerdogaero.com/>). Additionally, he's building a 1200/40' runway next to his house—OK identifier is OL30, Flying S Ranch—which is located 2.5 miles Northwest of Wanetter OK. Thanks for sharing Brian!!





## Who is EAA and Chapter 1612?

**W**e 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@pldi.net

---

*Visit the chapter website at  
[1612.eaachapter.org](http://1612.eaachapter.org)*

---

## Chapter Leadership and Contacts



### **President**

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

### **Vice President/Newsletter**

Dennis L. D'Angelo  
813-334-7309  
EAA48@aol.com

### **Secretary/Flight Advisor**

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

### **Treasurer**

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

### **Young Eagle Coordinators**

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

### **Eagle Flight Leader**

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

### **Technical Counselor**

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

### **Website Editor**

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;**

EAA Chapter 1612  
954 Redbud Lane  
Newcastle, OK 73065

**Chapter Meetings are the 2<sup>nd</sup> Saturday**

**Chapter President - Eric Muehlberg**  
405-923-6749