



THE SPIRIT OF AVIATION

Chapter 1612

February 2024

Newsletter

Volume 6 - Issue 2



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EAA Chapter 1612 Newsletter



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

From the Front Seat—President Eric Muehlberg

The flying weather has certainly improved over the last couple of weeks. I've been able to log some flight time in some very pleasant conditions. Temperatures in the hangar have improved enough that I'm back to making progress on my STOL 750 project again. All in all life is good at my place and I hope the same is true at yours.

Charlie Becker reports that the record-setting Homebuilders Week finished with 22,348 log-ins during the week, an attendance increase of 27.7 percent over 2023's webinar series. The 30 webinars drew an average attendance of 745, up about 160 per session compared to last year. The individual sessions continue to be highly rated as well, averaging a 4.67 on a five-point scale. Charlie additionally noted that the corporate sponsors of the weeklong event have already renewed for 2025. Thanks to everyone who made this successful.

EAA has a lot to offer us during February. First is the EAA Virtual Ultralight Days Return on February 20-22. Building on the previous years' successes, EAA Virtual Ultralight Days returns for a third year on February 20-22 with three days of webinars focused on the lighter side of aviation. The 15 total webinars – five on each of the three days – run from 1-8:15 p.m. (Central time) each day. The webinars are based on the highly successful format used during the previous EAA Virtual Ultralight Days, EAA Homebuilders Week, and EAA's popular webinar series. Topics covered will include how to get started in ultralights; how-to instructions on a variety of ultralight aircraft like fixed-wing, powered parachutes, powered paragliders, and weight-shift trikes; and overall informative topics on

maintenance, airport operations, safety inspections, and more.

February's list of EAA Webinars include; Become a Better Chapter Leader – Secretary/Treasurer on the , 6th, Six Mistakes of Aircraft Maintenance - Mike Busch on the 7th, F-86 Sabre (Museum Webinar Series) Chris Henry on the 13th, Mental Health & FAA Medical Certification - Tom Charpentier on the 15th, and Maintaining Insurability - Tom Turner on the 28th. All webinars are at 7:00 pm CDT unless otherwise noted. Webinars are free, but registration is required as space is limited. You can also review any of the previous webinars. To register for one of the webinars go to: [Webinars\(eaa.org\)](http://Webinars(eaa.org))

Applications Now Open for 2024 EAA Aviation Scholarships. Flight training and post-secondary scholarships are available to everyone over the age of 16. The window to apply will close on March 1, 2024. Flight training scholarships help cover the costs at any flight school in the United States or Canada that is not a university program. Post-secondary scholarships help pay for collegiate level programs in the United States including but not limited to aerospace or aeronautical engineering, aviation

business administration, air traffic control, aviation maintenance, professional flight, or any aviation-related STEM field. More information about individual scholarships and online application procedures is available at EAA's scholarship website at EAA.org/Scholarships.

Our next regular chapter meeting will be on 10 February at 10:00 am at the David J. Perry Airport (1K4) terminal building. We'll have the usual Chapter Video, the VMC question and discussion, the "what is it" challenge, and Brian Rohr will update us on the digital EFIS he is designing and another presentation or two that I'm sure you'll find interesting. There will be hot coffee and sweets on hand. So come out and enjoy a bit of aviation centered conversation with friends new and old. Hope to see many of you this Saturday.

Tailwinds,

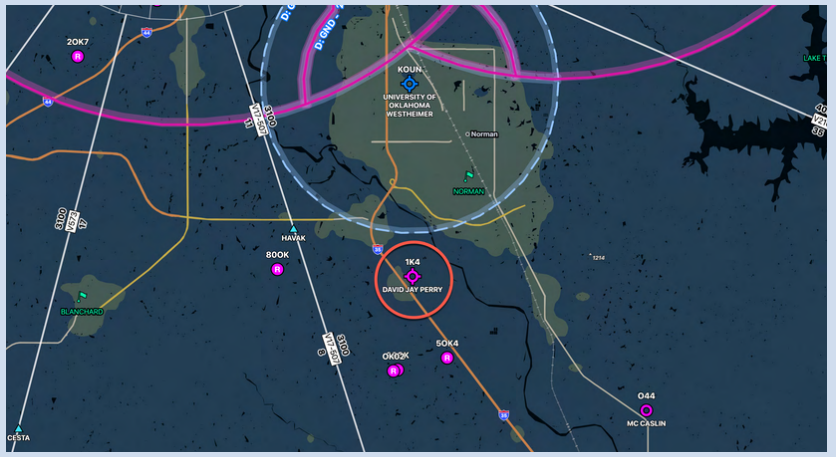
Eric Muehlberg



Meeting Location

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

This month's meeting is at the David J. Perry Terminal building (1K4) on 10 February 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...Flaglor Scooter Revisited

I am going to admit that I am fascinated by the older and simpler homebuilt designs of the 1950-1970s era. The early EAA designers were focused on the fun of flying and keeping their flying activities as inexpensive as possible. I understand that at today's prices it would be hard to replicate any of these minimalistic homebuilt aircraft; however, there are many proven older designs we should review if flying for fun is the goal. Thus, this month's article is on the Flaglor Scooter, a late 1960s basic aircraft that was designed and built for the fun of aviating.

Ken Flaglor was extremely interested in keeping the cost of flying low. His first aircraft was a Cherokee II sailplane of wood and fabric construction that he later powered with two 10 HP West Bend chainsaw engines to provide self-launching capabilities. Familiar with low horsepower aircraft, he laid the framework of the Scooter. The Scooter resembled the early Aeronca C-2 with wired braced wings, with the engine mounted above the pilot. He chose all-wood construction to build the aircraft and, after a try using a Cushman golfcart motor, switched to the ubiquitous VW 1600 automotive engine of 36 HP. His design work resulted in an aircraft with an empty weight of 390 pounds and maximum gross weight of 625 pounds, cruise speed of 70 mph, and a stall speed of 34 mph--and all this at a cost of \$800 (approximately \$8,000 in 2024). At the 1967 EAA Convention at Rockford IL he won the Best Ultralight Aircraft award.

Is there room in our aviation world for a Scooter today? I would say yes, but with revisions. First, Mr. Flaglor, at 5'7" and 170 pounds, was not as big as people are today, so the cockpit area would need to be enlarged. Next, I would consider replacing the wire bracing with lift struts of aluminum or steel.

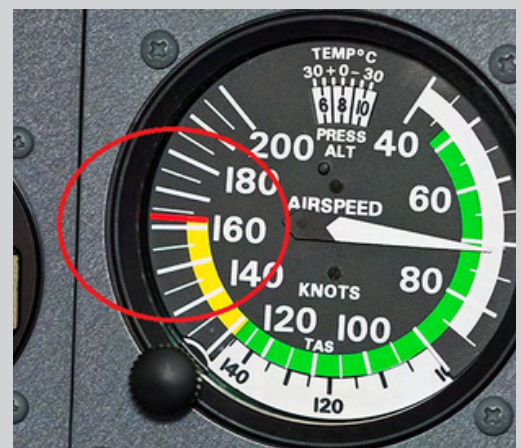
The lift struts could be made from round tubes and streamlined by adding plastic covers like those used on current-day ultralight aircraft. Next, I would increase the size of the engine to the readily available 1700 or 1850 cc VW engines from Great Planes aircraft. I would consider rebuilding a 1700 VW and adding the Don Stewart, of Stewart Aircraft, Maximizer redrive system—amplifies the engine torque and allows use of a larger diameter propeller. Finally, I would increase the fuel capacity from 5 to 10 gallons, which would give a short, but acceptable, range. What would the changes bring? Well not a whole lot. The empty weight would increase by approximately 45 pounds, and the aircraft may cruise at a slightly higher speed of say 75-80 MPH on about 4 gallons of automotive fuel per hour. I believe the aircraft could be built today for about \$15,000 if you are a good scrounger for parts and an engine. For that cost you would have your own airplane, the ability to perform your own maintenance, and the pride of producing something from the “early days” of EAA. Let Eric know what you think. Until then keep ‘em flying.



Dennis D'Angelo

VMC Question(s) of the Month

What happens to Velocity Never Exceed (VNE) speed with an increase in altitude—does it increase, decrease, or remain the same?

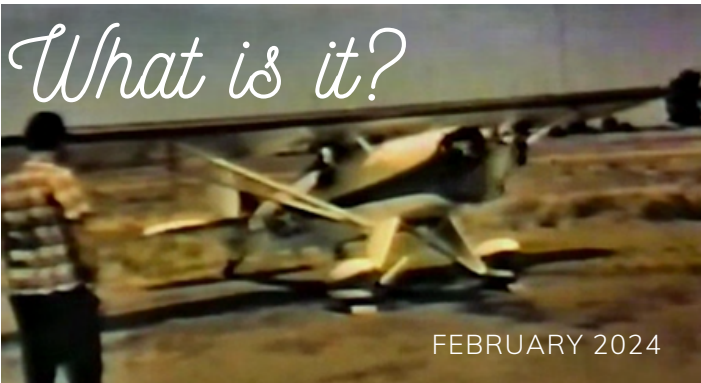


What is it?

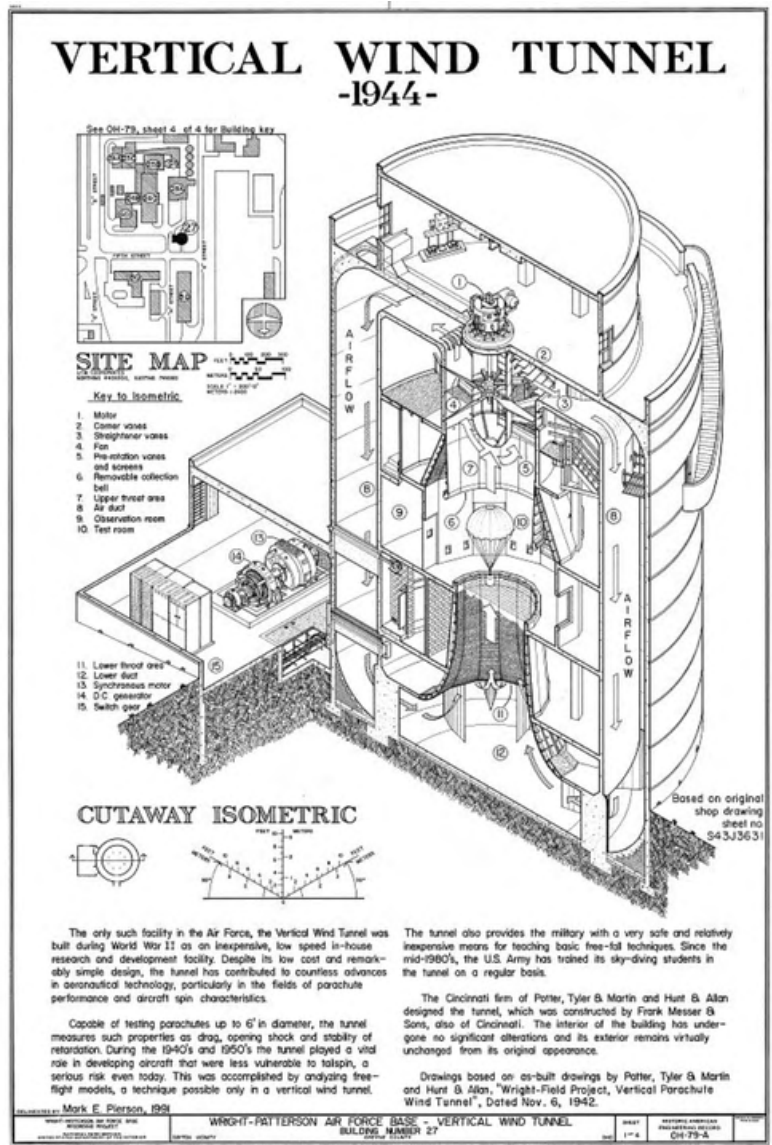
January 2024 Aircraft?

It is the Air Force vertical wind tunnel which was built during World War II to test parachute performance and aircraft spin characteristics. Despite a remarkably simple design and relatively low operating cost, the tunnel has contributed to numerous advances in aeronautical technology. It is largely unaltered and still in use. Building/structure dates back to 1945. It is nice having an Air Force Historian work for you.

WRIGHT PATTERSON AFB VERTICAL WIND TUNNEL



FEBRUARY 2024



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



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.

Tool Crib

Visit the Chapter 1612 website (chapters.eaa.org/eaal612) to see the current list of tools in our tool crib and checkout policy

SCAN ME

Coming Events

February

11 Feb 2024 - Donuts & Coffee (Every Sunday) - 8-10AM Alva OK (KAVK)
17 Feb 2024 - Aviation Fundraiser Breakfast (1K4)
24 Feb 2024 - EAA Chapter 165 Breakfast Fundraiser - 8-10AM (KORK)

April

8 Apr 2024 - Solar Eclipse airport activities along path - More info coming
20 Apr 2024 - Aviation Fundraiser Breakfast (1K4)

March

2 Mar 2024 - Stephenville Fly-in (KSEP)
2 Mar 2024 - Ponca City Fly-in/Drive-in Breakfast - 7-10:30AM (KPNC)
2 Mar 2024 - Pauls Valley Hamburger Lunch Fly-in (KPVJ)
3 Mar 2024 - Donuts & Coffee (Every Sunday) - 8-10AM Alva OK (KAVK)
16 Mar 2024 - Route 66 Runway Run (KTUL)
16 Mar 2024 - Aviation Fundraiser Breakfast (1K4)
22-23 Mar 2024 - Swamp STOL (3R7)

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

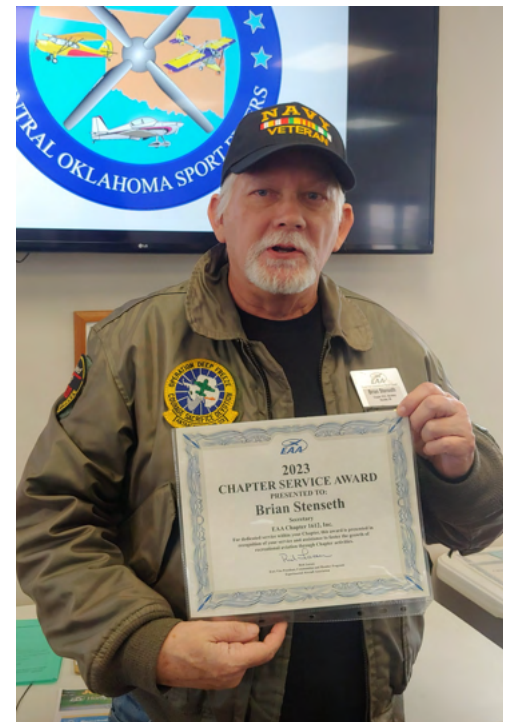
The FAASTeam sponsors thousands of aviation safety seminars and webinars throughout the country each year. These interesting and informative seminars and webinars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations.

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 Awards



Check the chapter website for more pictures and information

1612.eaachapter.org



Chapter Pictures

Ardmore Lunch n Fly & Misc Pictures



Check the chapter website for more pictures and information

1612.eaachapter.org



PROJECTS



Project: 1949 Piper Clipper
Engine: Upgraded Lycoming O-320
Prop: New Sensenich 72x61
Seats: 4

\$24K



- Logs books & clear title
- New fabric
- Multiple new parts

Contact Larry (405-439-3704)

Chapter 1612

Meeting Minutes

13 January 2024



- 1014 meeting called to order by President Eric Muehlberg
- Attendance: 25 members
- What is it? Question
- Chapter News
- VMC Question - RCOs
- Van's Aircraft laser-cut parts discussed and current status
- Reviewed EAA Monthly Chapter video
- Chapter awards presented to members
- 1140 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.

Victoria Stevens
TBD
victoryintruth@protonmail.com

Chapter 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